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HONG KONG, THURSDAY, AUGUST 2, 1928. PRICE, \$3.00 Per Month.

JAPAN'S WARNING TO NANKING.

TREATY PROCEDURE.

POSSIBLE REVISION IF THERE IS
NO ABROGATION.

BUT, INSISTENCE IF—

Peking, To-day.
The Japanese Note to Dr. C. T. Wang (Nationalist Foreign Minister) declares that the Japanese Government is opposed to the one-sided abrogation by China of the Treaty between China and Japan.

However, the Note states, if the Chinese Nationalist Government withdraws its claim for cancellation of the Treaty, the Japanese Government will take no exception to the immediate opening of negotiations for the revision of the Treaty; but if the Nationalist Government persists in the claim to abrogate and attempts to force the so-called interim regulations, the Japanese Government—in conformity with article XXVI of the Treaty—cannot but insist upon the validity of the Treaty for another ten years, and take decisive steps, if necessary, for the enforcement of such insistence.—Reuter.

Handed In.

Peking, Yesterday.
The official Japanese Note to China regarding the abrogation of the Sino-Japanese Treaty has been forwarded to Nanking by mail and a copy has been handed to Mr. Y. L. Tong here. It will be issued for publication in about a fortnight.—Reuter.

Bluejackets Leave.

Tokyo, Yesterday.

The Japanese Navy Office has ordered the withdrawal of the bluejackets, about 250, who were despatched to Tsingtao in April as a landing force (prior to the outbreak of trouble).—Reuter.

AT NANKING.

Marshal Li of Canton Attends Conference.

Nanking, Yesterday.

General Feng Yu-hsiang, Marshal Li Chai-sum and General Li Tsung-jen have arrived here from Peking, by way of the Tientsin-Pukow Railway, to attend the opening of the fifth plenary conference.

General Yen Hsi-shan, although expected, has remained at Peking and is reported to be seriously ill.

Marshal Chiang Kai-shek is at Nanking.—British Naval Wireless.

Hankow Disappointed.

Hankow, Yesterday.

Despite the very extensive preparations made to welcome them, a telegram has been received from General Feng Yu-hsiang, Marshal Li Chai-sum and General Li Tsung-jen stating that they are not proceeding via Hankow to Nanking while General Yen Hsi-shan is unable to accompany the party owing to his illness. Local Chinese officials are very disappointed at missing the unique opportunity of entertaining this quartette of Nationalist leaders.—Reuter.

First Preliminary.

Nanking, Yesterday.

The first preliminary meeting of the fifth plenary conference was held this afternoon, 24 members of the Central Executive Committee being present. No ceremony was observed, the afternoon being devoted to an exchange of views. The second preliminary meeting will be held to-morrow, when several more important proposals will be brought up and explained by the proposers.—Reuter.

Cost of a New Capital.

Nanking, Yesterday.

According to the National Reconstruction Committee \$50,000,000 will be required for the reconstruction of Nanking as a national capital. It suggests that the treasury should provide \$15,000,000 and the provinces the balance.—Reuter.

CHINA & U.S.A.

Questions "After" the Customs Treaty.

Washington, Yesterday.

Dr. C. T. Wang (Nationalist Foreign Minister) has cabled

BRITISH PICTURES IN HONG KONG.

AN OPINION.

LONDON OFFICIAL'S STRANGE
ALLEGATION.

U.S. COMPETITION.

The following article is from the London correspondent of the "Shanghai Times," dated London, June 30:—

I learn that the Colonial Office is embarking on a new departure of considerable moment to newspapers abroad, especially in the Far East. There is in preparation a scheme to provide a supply of pictures in matrix for use in British newspapers in different parts of the Empire where, for various reasons, the supply locally is insufficient or incomplete. The main idea is to combat the preponderating influence exercised by the copious supply of pictorial news from the United States.

For some time past the Federation of British Industries has been actively interested in this subject. This powerful trade organisation endeavoured to get certain people in London to take up the matter as a business proposition, and ensure a supply of British pictures for the Press abroad. But the difficulties in the way proved to be stupendous, and the project had to be abandoned. The fact is that the organisation of pictorial news in America is on such a scale that it enables those interested to export matrices at very cheap rates. No such organisation exists here.

Government Backing.
In relation to the subject an official of the F. B. I. told me it is felt by that body that the absence of British pictorial news reacts upon British prestige and, therefore, on British trade interests in various parts of the Empire. Referring to the Far East he said, "Practically every picture appearing in papers in that region is printed from an American matrix; in fact, the preponderance of American pictorial news in certain British possessions, notably in Hong Kong, is especially heavy."

This is the position as it appears to certain interests in this country. The Government is evidently impressed, for the Colonial Office has now circulated various authorities throughout the Empire giving particulars of the proposed matrix service which is being organised under Government auspices to apply in such parts of the Empire as may be deemed necessary and desirable in British interests.

SIR A. CHAMBERLAIN SUFFERING FROM A SLIGHT CHILL.

RESTING FOR A FEW DAYS.

London, Yesterday.

Sir Austen Chamberlain, the Secretary for Foreign Affairs, is suffering from a chill and has been ordered by his medical adviser to lie-up in his room for a day or two. His indisposition is not regarded as serious.—British Wireless Service.

BARDOLI

WHAT GANDHI IS GOING
TO DO.

Surat, Yesterday.

Gandhi is going to Bardoli to "decide upon a further course of action."—Reuter.

from Nanking requesting Mr. Kellogg to follow up the Customs Treaty between the U.S.A. and China by negotiation for the "proper settlement of the questions needing immediate solution."

Many newspapers are urging Mr. Kellogg to consent to the immediate renunciation of extraterritoriality so as to forestall Britain, but Mr. Kellogg is disposed to follow Sir Austen Chamberlain's cautious, watchful policy. It is authoritatively emphasised that the question of extraterritoriality is on a different footing to the Tariff, Treaty, and that the adoption of an adequate modern system of legal administration must precede the abandonment of extraterritorial privileges.—Reuter's American Service.

ENORMOUS DAMAGE BY AMUR FLOODS.

5,000,000 ROUBLES.

BLAGOVESHCHENSK AFFECTED
ON CHINA SIDE.

POPULATION'S FLIGHT.

Moscow, Yesterday.
Aeroplanes in the Amur district are scattering leaflets with instructions to the victims of the floods.

The rivers Amur and Zeya are 26 feet above normal, and ten steamers with lighters are distributing supplies and taking off those who have been marooned. A population of 36,000 is involved.—Reuter.

City Badly Affected.

Shanghai Aug. 2.

A telegram from Harbin states that the Amur floods are very serious. Blagoveshchensk is badly affected, part of the city on the China side of the river being completely flooded and is gradually disappearing in the rising water.

Old residents say the floods resemble the famous floods of 1898 when a steamer plied the flooded streets of Blagoveshchensk and forty villages around the city were washed out while the basin of the River Zeya, a tributary of the Amur, was completely under water.

The population everywhere is evacuating and it is estimated that 10,000 have lost all their possessions and are homeless and foodless. Wash outs have damaged the railway and traffic is affected.

Harbinovsk, Nikolaevsk and the whole of the lower Amur region are menaced. Local committees at Harbin are being organised for relief work and appeals have been made to Moscow.

The damage at present is estimated at 5,000,000 roubles.—Reuter.

Chinese City.

Moscow, Yesterday.

The floods have spread to the rivers Bureya and Bira and the villages the shores of which are submerged. The Chinese city of Sakhalien suffered greatly.—Reuter.

INDIAN RIOT.

SERIOUS AFFAIR AT
BANGALORE.

STUDENTS AND IDOL.

Bangalore, Yesterday.

A students' riot over the place the Government had assigned for the idol which the students worshipped has resulted in 125 of the general public and 30 of the military being injured.

Troops dispersed the unruly mob from the Government offices, but later the malcontents, at the head of a mob of ten thousand, made a demonstration before the house of a leading Mohammedan. An official communique denies that shots were fired and says that the casualties occurred in dispersing the rowdies.—Reuter.

WORLD FLIGHT.

SPANISH AVIATORS OFF TO
THE AZORES.

Cadiz, Yesterday.

The Spanish seaplane "Numancia," piloted by Major Franco, who is accompanied by Major Gallarza and Captain Ruiz Deaiba took off for the Azores at 7.15 this morning on the first stage of a round-the-world flight.—Reuter.

Broken Down?

Lisbon, Yesterday.

The seaplane "Numancia" is reported to have broken down off Praia Montegordo in Algarve, the machine being unable to leave the water.

A motor-boat has put off with assistance.—Reuter.

Capt. Courtney Leaves.

Horta (Azores), Yesterday.

Captain Courtney has left for Newfoundland.—Reuter.

SINGAPORE DOCK.

SECOND SECTION AT PORT
SAID.

Port Said, Yesterday.

The second section of the Singapore floating dock has arrived.—Reuter.

OLYMPIC RECORDS SMASHED.

AT AMSTERDAM.

BRITAIN PULLS OFF TWO MORE
TRACK EVENTS.

WOMAN BEATS WORLD.

Two more British victories are recorded in the latest batch of Olympic results to hand from Amsterdam, via Reuter.

S. J. M. Atkinson, of South Africa, won the 110 metres hurdles by inches from Anderson, of America, in 14.4/5 seconds, and Percy Williams, of Canada, was first home in the 200 metres flat race, beating Rangeley, another Briton, by two feet.

America took the discus throwing event and the pole jump. The best three throws in the former were all Olympic records, Houser, the winner, reaching 47.32 metres. In the pole jump Carr (4.2 metres) also created an Olympic record. A Japanese, Nakayawa, was sixth, jumping 3.9 metres.

The final of the 800 metres flat race for women brought forth a

FINE WEATHER.

South west winds, moderate, fine, is the official weather forecast until noon to-morrow.

Pressure is high to the north of Japan and low over China. The typhoon is now shown as an elongated depression between the Bonins and south east Japan.

world's records, Fraulein Dollinger, of Germany, finishing in 2 minutes 22.2/8 seconds.

Results to hand append-

200 Metres.

Percy Williams (Canada) 1.
Rangeley (Britain) 2.
Scholz (U.S.A.) 3.
Koernig (Germany) 4.
* Tied.

Won by two feet.
Time: 21.4/5 secs.

800 Metres (Women).

Miss Hitomi (Japan) qualified for final, in which Fraulein Dollinger (Germany) put up a world record.
Time: 2 mins. 22.2/8 secs.

Pole Jump.

Carr (U.S.A.) 4.2 m.
Droegemuller (U.S.A.) 4.1 m.
These are Olympic records.
Nakazawa (Japan) was sixth, 3.9 m.

110 Metres Hurdles.
S. J. M. Atkinson (S. Africa) 1.
Anderson (U.S.A.) 2.
Collier (U.S.A.) 3.
Won by inches.
Time: 14.4/5 secs.

Discus Throwing.

Houser (U.S.A.) 47.32 metres.
Kivi (Finland) 47.23 metres.
Corson (U.S.A.) 47.10 metres.
The above distances all constitute Olympic records.

WRESTLING.

[Catch-as-catch-can.]

Bantams:
Macinnen (Finland) 1.
Stephen (Belgium) 2.
Grisonou (Canada) 3.

Feathers:
Morrison (U.S.A.) 1.
Pihlajemaki (Finland) 2.
Minder (Switzerland) 3.

Lightweight:
Kapp (Estonia) 1.
Pacanne (France) 2.
Leine (Finland) 3.

Welter:
Haavisto (Finland) 1.
Appleton (U.S.A.) 2.
Lodgeford (U.S.A.) 3.

Middleweight:
Kyburg (Switzerland) 1.
Stockton (Canada) 2.
Rabin (Britain) 3.

Light-heavy:
Sjoestedt (Sweden) 1.
Boegli (Switzerland) 2.
Lefevre (France) 3.

Heavyweight:
Richthoff (Norway) 1.
Ishvola (Finland) 2.
Dane (France) 3.

TO-DAY'S DOLLAR.

The closing rate of the dollar on demand, to-day, was 2/0 5/16.

10,000 BRITISH MINERS FOR CANADA.

THE HARVESTING.

OVERSEAS SECRETARY'S STATE-
MENT IN THE COMMONS.

PERMANENCY FOR MOST.

London, Yesterday.
A scheme has been arranged between the British and the Canadian Government to enable 10,000 men, preferably miners, to go to Canada during the harvest season.

It was announced by Mr. L. S. Amery (Overseas Secretary) in the House of Commons that the men would receive £3 to £5 weekly with their keep. There would also be specially reduced fares and arrangements would be made to find permanent work in Canada for most of the men.—Reuter.

Transport Facilities.

The British Wireless report states that by agreement with the shipping and railway companies special reduced rates at half the ordinary fares will be offered. The Canadian Government had expressed a special wish that the men should be recruited from the mining districts and the British Government were offering special help to suitable men in cases where they could not find the cost of the outward journey. The Canadian Government would try to find work for the men at the close of the harvest and those who wished to return would have special rates given to them.

MODERN LONDON.

A GIGANTIC IMPROVEMENT
SCHEME.

TO COST MILLIONS.

London, Yesterday.

The greatest London improvement scheme in the history of the London County Council has finally been adopted by this body. It comprises the construction of a new Charing Cross Bridge, the removal of Charing Cross Railway terminus to the south side of the Thames, the construction of an imposing Embankment on the south side and the reconstruction and widening of Waterloo Bridge.

The total cost will be approximately £13,000,000. The scheme, which in various forms has been under discussion for twenty years, now only needs the acquiescence of the Southern Railway.—Reuter.

COTTON INDUSTRY.

THE THREATENED LOCK-OUT
AVERTED.

STRIKERS TO RESUME.

London, Yesterday.

A cotton lock-out in Lancashire has been averted and the spinners on strike will resume work to-morrow, the non-union workmen having now joined the Union.—Reuter.

NEW BISHOP

THE BISHOP OF CHELMSFORD
APPOINTED.

London, Yesterday.

The Bishop of Chelmsford has been appointed to the Bishopric of Manchester.—Reuter.

[The new Bishop of Manchester is the Rt. Rev. Frederic Sumpter Guy Warman. He was born in 1872 and educated in London and at Oxford University. He was Bishop of Truro from 1919 till 1923. He has published "Missions and the Minor Prophets," "The New Theology" and "The English Reformation."]

INDIA'S PROBLEMS.

SUGGESTED SOLUTION FROM
BENGAL.

Calcutta, Yesterday.

The Legislative Council without a division, adopted a resolution expressing the opinion as to a satisfactory and lasting solution of political constitutional problems, and demands, inter alia, a self-governing dominion status and a constitution based upon a federation of autonomous states and the abolition of the present system.—Reuter.

PERPETUITIES LAW IN HONG KONG.

PARTNERS ALWAYS.

IS AN AGREEMENT TO TRADE
FOR EVER, VOID?

A J.C.'s COURT SUBMISSIONS.

Whether a partnership, which is formed "to hold good for ever," offends the law of perpetuities or not, was discussed in the Supreme Court this morning when the Chief Justice (Sir Henry Gollan, C.B.E., K.C.) sat in Original Jurisdiction to decide a matter dating back to 1904.

One of the documents produced was a share certificate which contained a history of a firm and which Mr. C. G. Alabaster, O.B.E., K.C. (instructed by Mr. D. L. Strellett) described as a "memorandum of articles of association and a share certificate in one."

Two firms in Hong Kong, Kwan Wo Chan and Fat Lee Kwan, amalgamated after a fire in their premises in 1904. The name of the new firm was Kwan Woo Lee but the old names were used as well.

"RENDERED VOID."

Mr. Alabaster appeared on behalf of four partners, Chan Pui-han and Chan Yee-hau of No. 15, Peak-road, Chan Chok-chau and Mak Sik-tung of No. 44, Ko Shing-street. Defendant, Chan Chuk-kwan, alleged to be the managing partner, was neither present nor legally represented and the case was heard ex parte.

Plaintiffs asked for the dissolution of the partnership between them and the defendant as from Feb. 12, 1926 (the date on which a Chinese year ended) in the Kwan Wo Lee firm of No. 11, Des Voeux-road West. They also asked for accounts to be taken up to that date and they claim for what is found due to them on the accounts.

In the "history of the firm" appeared a clause relative to the formation of the partnership. Mr. Alabaster submitted that according to this clause (a) the partnership was for an indefinite period, (b) that it has been rendered void because other partners have been allowed to retire, in 1920, 1925 and 1927, and (c) that it is void because it offends the law of perpetuities which applies in this Colony.

PROCEDURE.

His Lordship said that he could not agree with Mr. Alabaster until the circumstances were disclosed and the points were reserved for argument on the law.

The case had come up on June 28 when an interesting point arose. A letter from Messrs. Lee & Russ accepting service of the writ was produced. After writing that letter, Messrs. Lee & Russ intimated that they had no further instructions. His Lordship ruled, however, that the case could not proceed (according to the procedure laid down) until personal service of the statement of claim and notice of trial had been proved. The case was accordingly adjourned sine die.

This morning, Mr. Alabaster said that leave for substituted service had been granted and an affidavit of such service had been filed.

The writ calling for dissolution of partnership was served on Jan. 26, 1928.

DECREASED PROFITS.

After going into the circumstances and stating that the partnership had been formed to trade in Hong Kong and elsewhere, Mr. Alabaster produced a receipt for \$3,200 signed by the defendant and chopped with the chops of the two old firms.

When these two old firms amalgamated in 1904, the capital of one was \$19,200 and the other \$20,000.

There was a reference in the documents to "accumulated profits" of \$200,000 at one time and that the profits had subsequently dwindled to \$20,000 a year and even to \$10,000.

His Lordship asked if defendant was still in the Colony. Mr. Alabaster replied that he thought he was in hiding. His Lordship remarked that it seemed rather curious to him that defendant should have transmitted a balance sheet which the plaintiffs did not query in the least. Mr.

M.P.'S. AND SINGAPORE BASE.

MORE QUESTIONS.

ALL MATERIALS FROM HOME OR
THE EMPIRE.

LABOUR RECRUITING.

London, Yesterday.

In the House of Commons questions were asked regarding the contracts for the Singapore Base. Mr. W. C. Bridgeman (the "First Lord") said that all materials must come from Britain or the Empire but no restrictions had been imposed regarding the source of supply as to the contractors' plant.

Mr. Bridgeman also pointed out with regard to labour that it would be impracticable in connection with such contracts in the Far East to limit the contractor to the employment of British workmen, but that all Asiatic labour, a large proportion of which would probably be Indian, would be subject to the labour ordinances obtaining in the Straits Settlements.

In reply to a supplementary question Mr. Bridgeman thought the possibility of recruiting labour from Britain would be very doubtful.—Reuter.

JAPAN'S POLITICS.

NEW PARTY TO BE FORMED
BY ADVISER.

CHINA POLICY.

Tokyo, Yesterday.

Mr. Takejiro Tokonami has issued a manifesto emphasising the four big problems confronting Japan, namely, China policy, control of radical propaganda, the financial situation and the removal of the gold embargo. He states that these are too serious to be solved under the existing unstable political situation, which is due to the presence of two evenly balanced parties.

Mr. Tokonami has resigned the advisership of the Minseito, and has declared his intention of forming a new party for the purpose of breaking up the balance of power.

Though the possibility of secession was rumoured previously, Mr. Tokonami's action at the present moment has come as a complete surprise and is expected to have far-reaching results as a large number of his followers are expected to secede to the new party and support the Seiyukai. This will ruin the chance of the Minseito overthrowing and succeeding the Tanaka Cabinet.

Not only will the continuance of the present Government be thereby virtually assured, but also the Government is expected to receive the support of the new party in carrying out its Chinese policy. One of Mr. Tokonami's main reasons in seceding from the Minseito is stated to be his disapproval of their stand against Baron Tanaka's policy towards China.

Amongst the points emphasised in the manifesto are the necessity of maintaining the closest possible relations with China, the absence of territorial ambitions and the necessity of protecting Japan's vital interests in Manchuria.

Secondly, the prevention of the spread of radical ideas and movements, though the manifesto disapproves of ultra-conservatism.

Thirdly, equal opportunity in education for the purpose of checking class warfare.

Fourthly, the drastic cut of State expenditure and the early lifting of the gold embargo.—Reuter.

THE RATING BILL.

London, Yesterday.

The House of Lords has passed the third reading of the Rating Bill.—Reuter.

Alabaster said that the explanation probably lay in the fact that defendant appeared at first to agree to the withdrawal of the plaintiffs, and then suddenly to have changed his mind.

His Lordship made an order for dissolution of partnership, accounts to be taken by the Registrar on the basis of the balance sheet in Court; payment of the accounts due and costs; appointment of a receiver (to be approved) to receive shares in defendant's name in the Bank of East Asia, and liberty to apply.

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IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, the 6th of August.
Hong Kong, 31st July, 1928.

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NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be CLOSED from WEDNESDAY, 8th AUGUST to TUESDAY, 21st AUGUST, 1928, both days inclusive.

By Order of the Board,
L. C. F. BELLAMY,
General Manager.
Hong Kong, 30th July, 1928.

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SOLD EVERYWHERE
1/2 Pint, 1 Pint, 2 Pint, 4 Pint, 8 Pint, 16 Pint, 32 Pint, 64 Pint, 128 Pint, 256 Pint, 512 Pint, 1024 Pint, 2048 Pint, 4096 Pint, 8192 Pint, 16384 Pint, 32768 Pint, 65536 Pint, 131072 Pint, 262144 Pint, 524288 Pint, 1048576 Pint, 2097152 Pint, 4194304 Pint, 8388608 Pint, 16777216 Pint, 33554432 Pint, 67108864 Pint, 134217728 Pint, 268435456 Pint, 536870912 Pint, 1073741824 Pint, 2147483648 Pint, 4294967296 Pint, 8589934592 Pint, 17179869184 Pint, 34359738368 Pint, 68719476736 Pint, 137438953472 Pint, 274877906944 Pint, 549755813888 Pint, 1099511627776 Pint, 2199023255552 Pint, 4398046511104 Pint, 8796093022208 Pint, 17592186044416 Pint, 35184372088832 Pint, 70368744177664 Pint, 140737488355328 Pint, 281474976710656 Pint, 562949953421312 Pint, 1125899906842624 Pint, 2251799813685248 Pint, 4503599627370496 Pint, 9007199254740992 Pint, 18014398509481984 Pint, 36028797018963968 Pint, 72057594037927936 Pint, 144115188075855872 Pint, 288230376151711744 Pint, 576460752303423488 Pint, 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TAKING CARGO ON THROUGH BILLS OF LADING TO
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From Hong Kong.

S.S. "VENEZIA" Sails on/or about 16th August.
M.V. "REMO" Sails on/or about 13th September.
M.V. "VIMINALE" Sails on/or about 11th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "ROMOLO" Sails on/or about 21st August.
S.S. "VENEZIA" Sails on/or about 18th September.
M.V. "REMO" Sails on/or about 16th October.

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TAIYO MARU (Calls Los Angeles) Wednesday, 8th August.

TENYO MARU Tuesday, 21st August.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

ATSUTA MARU Saturday, 11th August.

KASHMIR MARU Saturday, 25th August.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU Wednesday, 22nd August.

TANGA MARU Monday, 19th September.

BOMBAY via Singapore, Penang, & Colombo.

TAMBA MARU Saturday, 11th August.

TO TORI MARU (omits Penang) Monday, 27th August.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

ANYO MARU Saturday, 18th August.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

NEW YORK AND BOSTON via PANAMA.

CALCUTTA MARU Thursday, 16th August.

LIVERPOOL via Port Said, Geneva, Marseilles.

DELACOA MARU (Calls Glasgow) Friday, 17th August.

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU Wednesday, 8th August.

PENANG MARU Sunday, 19th August.

NAGASAKI, KOBE & YOKOHAMA.

TANGA MARU Friday, 17th August.

SHANGHAI, KOBE & YOKOHAMA.

SUWA MARU Monday, 6th August.

NAGATO MARU (Mojit direct) Friday, 10th August.

GENOA MARU Friday, 17th August.

†Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

Colombo, Suez and Port Said.

ATLAS MARU Thursday, 9th August.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

MONTEVIDEO MARU Friday, 10th August.

BOMBAY—Via Singapore & Colombo.

HONOLULU MARU Friday, 3rd August.

SUMATRA MARU Sunday, 19th August.

DURBAN, DELACOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

MOMBASA—Via Singapore and Colombo.

CANADA MARU Sunday, 6th August.

CALCUTTA—Via Singapore, Penang and Rangoon.

KASADO MARU Saturday, 25th August.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and

Japan ports.

MELBOURNE—Via Manila, Brisbane & Sydney.

HIMALAYA MARU Sunday, 6th August.

BANGKOK—Via Saigon.

HAIPHONG—Via HONGKONG & PAKHOI.

MENADO MARU Thursday, 2nd August.

NEW YORK—Via Japan ports, San Francisco & Panama.

HAYRE MARU Tuesday, 14th August.

JAPAN PORTS.

ALASKA MARU Friday, 10th August.

SOURABAYA MARU Friday, 10th August.

TACOMA MARU Wednesday, 15th August.

KEELUNG—Via SWATOW & AMOY.

KISHU MARU Sunday, 6th August noon.

GOZAN MARU Sunday, 12th August noon.

TAKAO—Via SWATOW & AMOY.

DELI MARU Thursday, 9th August noon.

TAKAO & KEELUNG.

SOURABAYA MARU Friday, 10th August.

For further particulars please apply to—OSAKA SHOSEN KAISHA.

Tel. Central No. 4052, 4059, 4060.

M. TAKEUCHI, Manager.

**SHIPPING SECTION.****TOW-BOAT BOMB.**

REVENGE OF WEST RIVER PIRATES.

DASTARDLY AFFAIR.

Three men were severely wounded and two killed as the result of the blowing up of a tow-boat by pirates in the vicinity of Shuntak, a silk centre near Canton.

Two tow-boats, fully loaded with silk cocoons, were proceeding to Canton and when off the vicinity of Shuntak, they were attacked by pirates who shot at the tow-boats from the banks of the river. Seeing the danger they were in, the steam launch which was towing the boats, went at full speed, but unfortunately they were too late, for the pirates had set a bomb working with the result that the aft part of one of the tow-boats was blown up.

Finally, the steam launch managed to escape although some of the fowl were killed while others were injured.

It is understood that the pirates had previously demanded money from the silk cocoon boats and as they had failed to comply with the request, the bomb had been used in revenge.

SECRET OF THE SEA

ISLAND NATIVES VENERATE OLD ANCHOR.

The following letter was written by the Captain of H.M.S. "Herald" to the British North Borneo "Herald," regarding the anchor on Mangulam Island which is situated about forty miles west of Jesselton and is included in the Chartered Company's Territory. It would be interesting to hear any views as to how this anchor got to its present resting place, or connected with its origin:-

"I have the honour to forward for your information, as a matter of local interest, the following details regarding an old anchor on Mangulam Island, which was recently visited by officers of this ship.

2. The anchor lies in the jungle about 220 yards almost due North from the point at the S.W. corner of the island. It is not easy to find as the jungle here, though not very dense, is composed of young saplings and is difficult to see through; it presents no great obstacle to walking, however. About 100 yards from the anchor, nearer the beach, is a large ant-hill which serves as a guide in finding the way.

Flat on the Ground.
The anchor lies flat on the ground, half buried in the grey sand; it is 7 feet 3½ inches long, and 6 feet 7 inches across the arms. It is apparently of wrought iron and must at one time have had a wooden stock, nothing of which remains. The flukes have both been cut off and there are two deep cuts made with some blunt instrument, about 1 inch deep and ¾ inch wide, one on the shank near the stock and the other on one of the arms. The shank of the anchor lies almost due North and South, the crown to the North. There are no marks or letters visible on it.

The anchor would appear to be held as an object of veneration by the local inhabitants; the ground round is carefully cleared of weeds and the sand smoothed, forming a circle about 12 feet in diameter. Some rice bowls, and a soup plate of European pattern, with beetle nuts and articles of native food have been placed near it, evidently intended as offerings. The spot is marked by some sticks about 3 feet high, carrying pieces of white calico, set round the circle. Three young sago palms appear also to have been planted round, as no others were seen in the neighbourhood.

MOVEMENT OF STEAMERS.

The Ben Line s.s. "Benalder" from Leith, Middlesbrough, Antwerp, London and Straits is due to arrive here to-day.

The P. & O. s.s. "Kalyan" left Singapore for this port on July 30 at 10 a.m. with the outward English Mails, and is due here to-morrow at about 6 p.m.

The P. & O. s.s. "Kashmir" left Shanghai for this port on July 31 at 4 p.m. with the Mails, and is due here to-morrow at about 5 a.m.

The C.P.S. R.M.S. "Empress of Asia" from Hong Kong on July 18 left Yokohama on July 26 at 8 p.m., and is due at Vancouver on August 4.

The C.P.S. R.M.S. "Empress of Canada" (from Manila) is due here on August 5 at 9 a.m., and will

LOCAL SHIPPING.

TO-DAY'S ARRIVALS AND DEPARTURES.

A BIG LIST.

Chinkiang (1229) British, from Canton—B. & S.—250 tons general cargo (through).

New Mathilde (842) British, from Haiphong, Holhow—Yik Tai S.S. Co.—55 passengers, 1,700 tons coal for Hong Kong.

Chak Sang (1470) British, from Tsingtao, Swatow—J.M. & Co.—1 passenger, 300 tons general cargo for Hong Kong, 500 tons coal (through).

Suiyang (1594) British, from Shanghai, Swatow—B. & S.—350 tons general cargo for Hong Kong, 300 tons (through), 47 passengers.

Cheong Shing (1256) British, from Tongking—J.M. & Co.—7 passengers, 2,200 tons general cargo for Hong Kong, 200 tons (through).

Chenan (1355) British, from Canton—B. & S.—28 passengers, 238 tons general cargo (through).

Halvard (1941) British, from Holhow—Wo Fat Sing—14 passengers.

Golden Dragon (4520) American, from Los Angeles, Manila—Col. Pac. S.S. Co.—14 passengers.

Paul Lecat (7546) French, from Yokohama, Shanghai—Mackinnon Mackenzie—186 passengers, 88 tons general cargo for Hong Kong, 4,197 tons (through).

Chenonceaux (8379) French, from Marseilles, Saigon—Mackinnon Mackenzie—239 passengers, 410 tons general cargo for Hong Kong, 3,200 tons (through).

Song Bo (720) French, from Haiphong, Holhow—Mackinnon Mackenzie—13 passengers, 565 tons general cargo for Hong Kong.

Java (5625) Danish, from Copenhagen, Singapore—John Manners—5 passengers, 410 tons general cargo for Hong Kong, 450 tons (through).

Delhi (2606) Swedish, from Dairen, Shanghai—Gilmán & Co.—6,700 tons general cargo for Hong Kong.

Cederic (3061) Norwegian, from Canton—Berg & Co.

Corona (1553) Norwegian, from Chinwangtao—Dodwell & Co.—4,760 tons coal for Hong Kong.

Kishu Maru (1567) Japanese, from Keelung, Swatow—O.S.K.—9 passengers, 700 tons coal, 147 tons general cargo for Hong Kong.

Cheung On (150) Chinese, from Shanhai—Hong Hing Co.—89 passengers, 10 tons general cargo for Hong Kong.

Kwok Tai (285) Chinese, from Canton—Kwang Hang Hing.

Eng Lee (865) Chinese, from Newchwang, Chefoo—Gee Tai Hong—700 tons general cargo for Hong Kong, 800 tons (through).

Tak Hing (101) Chinese, from Macao—Hoo Hing Co.—70 tons general cargo for Hong Kong.

Tak Hing (105) Chinese, from O Tai—Fook Hoi Co.—59 passengers, 11 tons general cargo for Hong Kong.

Departures.
For Shanghai—Chenonceaux.
For Swatow—Hang Sang.
For Keelung—Java, Koyo Maru.
For Singapore—Delhi, Bingo Maru.

For Canton—Tetsuzan Maru, Suiyang, Chak Sang.
For Saigon—Paul Lecat.
For Bangkok—Apocoy.
For Whampoa—Marly.
For Macassar—Tijlhoet.
For Macao—Tak Hing.
For Autau—Tak Hing.

Cleanances.
For Bangkok—Haydrot.
For Milki—Alkybius.
For Singapore—Van Heutz.

SHIPPING ABSTRACT.

Arrivals.	Departures.	In Port.
British	7	4
Japanese	1	3
Norwegian	2	1
Chinese	5	2
Danish	1	1
Dutch	0	1
French	3	2
American	1	0
Swedish	1	0
Portuguese	0	2
	21	15

berth at Pier No. 5 Kowloon Wharf. She will leave here for Victoria and Vancouver, B.C., via Shanghai, Kobe and Yokohama on August 8 at 6 a.m.

The E. & A. s.s. "Tanda" left Sydney for this port on July 17 at a.m. with the outward Australian Mails, and is due here on August 8.

The M.V. "Japan" (Swedish East Asiatic Co., Ltd.) left Hamburg on July 7, and is due here on or about August 22.

The M.V. "Sumatra" (Swedish East Asiatic Co., Ltd.) left Hamburg on July 22, and is due here on or about August 31.

THE "GORJISTAN."

PUT UP FOR AUCTION BUT NOT SOLD.

HIGHEST OFFER \$98,000.

After bidding had reached \$93,000, the s.s. "Gorjistan" was withdrawn from sale on having been put up for auction in the sales rooms of Messrs. Lamert Bros., Duddell-street, this morning, by order of the Supreme Court (Admiralty jurisdiction).

There was a fairly large attendance. Bidding opened at \$85,000. Increases of \$1,000 each were accepted and the offer went up to \$93,000 as stated.

It will be recalled that several actions in rem have been heard, judgment being given the Captain and crew for wages, bonuses etc., the Captain for disbursements, the Hong Kong Whampoa Dock Co., Ltd., for repairs, a Chinese firm for supplies and the United Asbestos Oriental Agency, Ltd. for supplies.

Particulars.

The s.s. "Gorjistan" is a British ship registered in Hong Kong, of 4,561 tons gross and of 2,916 tons registered. She has accommodation for 27 first-class passengers, 24 second-class passengers and 1,551 deck passengers and is fitted with electric light and was built by Armstrong, Mitchell & Co., of Newcastle-on-Tyne, England. Dimensions:-

Deadweight 6,080 tons; length b.p. 360 feet; length over all 376 feet; ex. breadth 47 feet; moulded depth 30 feet 7 inches; horse power 580; loaded draft 24 feet 9 inches; light draft 10 feet; freeboard 6 feet 2 inches; speed 11 knots.

The ship is fitted with single screw triple expansion surface condensing 580 (nominal) H.P. engines (3,000 indicated H.P.) steam steering gear, wireless and refrigerating apparatus and electric lighting throughout and is classed 100 A1 at Lloyd's.

She passed her annual survey in Jan. 1928.

GOOLE DOCKS.

HULL CHAMBER OF COMMERCE INSPECTION.

Hull.—A party of members of the council of the Hull Chamber of Commerce and Shipping, together with members of the Hull Trinity House, accompanied by their officials, visited the Goole and Nottingham Canal and the Goole docks, at the invitation of Sir John Eaglesome, managing director of the Aire and Calder Navigation Company.

The visitors were entertained to luncheon on the steamer "River Queen" by the Aire and Calder Navigation Company, when speeches were delivered by Mr. James Downs, ex-president of the Hull Chamber of Commerce and Shipping, and by Captain F. W. Jones, of Hull Trinity House.

Sir John Eaglesome referred to the enormous trade done on the canal in both coal and general traffic, and to the extension the company was making at the new docks, which, when completed, would be capable of accommodating steamers up to 4,000 tons.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC TO VICTORIA & VANCOUVER.

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
EMPEROR OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPEROR OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPEROR OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPEROR OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPEROR OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPEROR OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPEROR OF CANADA	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPEROR OF RUSSIA	Dec. 12	Dec. 15	Dec. 18	Dec. 20	Dec. 29
EMPEROR OF ASIA	Jan. 16	Jan. 19	Jan. 22	Jan. 24	Feb. 2
EMPEROR OF CANADA	Feb. 6	Feb. 9	Feb. 12	Feb. 14	Feb. 23
EMPEROR OF RUSSIA	Feb. 27	Mar. 2	Mar. 5	Mar. 7	Mar. 16

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

SPECIAL FARES TO EUROPE.

£120: First class throughout.
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£ 83: Second class Pacific, First class rail and Cabin class Atlantic.

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG KONG—MANILA SERVICE.

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Aug. 21	Aug. 23	EMPEROR OF RUSSIA	Aug. 24
Sept. 4	Sept. 6	EMPEROR OF ASIA	Sept. 7

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AUGUST SAILINGS.

DEPARTURE HOURS: Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"
[1088 tons—Capt. O. B. Wilks.]
AUGUST.

MON. 6th WED. 22nd
SUN. 12th MON. 27th
FRI. 17th

S.S. "TAI MING"
[649 tons—Capt. G. J. Spink.]
AUGUST.

SUN. 5th MON. 20th
FRI. 10th SUN. 25th
WED. 15th FRI. 31st

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S. S.	Tons	From	Destination
KASHMIR	8,985	4th Aug.	M'les, L'lon, A'werp & Hull.
KINDERPORE	5,234	10th Aug.	Straits, Bombay & Karachi.
RAJPUTANA	16,568	18th Aug.	Bombay, Marseilles & London.
NALDERA	16,083	1st Sept.	Bombay, Marseilles & London.
KALYAN	9,144	15th Sept.	Marseilles, London, Antwerp & Hull.
KASHGAR	9,005	29th Sept.	M'les, L'lon, A'werp & Hull.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	2nd Aug.	Singapore, Penang & Calcutta.
KALYAN	9,144	15th Sept.	Singapore, Penang & Calcutta.
KASHGAR	9,005	29th Sept.	Singapore, Penang & Calcutta.

H.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ARAFURA	6,000	3rd Aug.	Manila, Sandakan, Thursday Island.
ANDRA	6,566	12th Aug.	Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	29th Sept.	Melbourne.
ARAFURA	6,000	2nd Nov.	Melbourne.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hullo, Cebu, Kolambagan, Tuvao, Timor, Darwin, or other ports en route, as inducement offers.

Frequent connections from Australia to the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KALYAN	9,144	4th Aug.	Shanghai, Kobe & Yokohama.
TANDA	6,056	8th Aug.	Moji, Kobe, Osaka & Yokohama.
WARFIELD	6,066	12th Aug.	Shanghai, Kobe & Yokohama.
TILAWA	10,006	17th Aug.	Amoy, Moji, Kobe & Osaka.
NALDERA	16,083	17th Aug.	Shanghai.
NAGPORE	5,283	30th Aug.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	31st Aug.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	9,049	1st Sept.	Amoy, Shai, Moji, Kobe & Osaka.
ST. ALBANS	4,500	4th Sept.	Moji, Kobe, Osaka & Yokohama.
TALAMBA	8,018	5th Sept.	Amoy, Moji, Kobe, Y'hama & Osaka.
MOREA	10,953	14th Sept.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	20th Sept.	Amoy, Moji, Kobe & Osaka.
LATORE	5,222	24th Sept.	Shanghai, Moji, Kobe & Yokohama.
KHIVA	9,135	28th Sept.	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
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AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "CITY OF EVANSVILLE"	Via Suez Canal	7th Aug.
S.S. "LYCAON"	Via Suez Canal	24th Aug.
S.S. "PHEMIUS"	Via Suez Canal	21st Sept.
S.S. "CITY OF LINCOLN"	Via Suez Canal	5th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.
Kowloon & Canton: JARDINE, MATHISON & CO., LTD., Canton.

STEAM v. RAIL.

N.Y.K. DIRECTOR ON INCREASING COMPETITION.

COMPANY'S DEVELOPMENT.

That competition between steamship and railway companies is considerably increasing was emphasised by Mr. Norboru Ohtani, managing director of the Nippon Yusen Kaisha, in the course of an address before a large gathering of steamship and railway officials, marine underwriters, forwarding agents, tourist agents, and representatives of allied interests in New York. Mr. Ohtani, who is touring the principal ports of the world in connection with the business of the N.Y.K., said this is especially true in the development of tourist traffic, with the railway companies offering all possible inducements for inland tours and the steamship lines promoting overseas travel.

At the same time, he said, railway companies and steamship lines often find it to their interest to co-operate with one another, as in the case of the great trans-Continental lines operating in conjunction with the trans-Pacific lines. The silk trade, he added, is a notable illustration of the value of such co-operation, as this commodity must be transported across the Continent with all possible despatch in order to get full advantage of market conditions.

Pacific Trade.

Referring to the growth of business in the Pacific, he said: "Before the war there were forty steamers carrying freight and passengers—between North America and the Far East, with a tonnage of 327,700 gross tons. In 1927 this had increased to 194 vessels with a tonnage of over 1,470,000 gross tons. Such an increase of more than four times indicates but one thing, and that is that the Pacific Ocean is coming into a greater and greater importance. The expansion of trans-Pacific trade has been temporarily checked in the last year or so by the disturbed condition of China."

Conditions in China, he said, have been greatly exaggerated in some of the current news reports. Local disturbances in many cases, he added, have been represented as having far-reaching effects when they were really of little consequence.

"When you consider," he said, "that from Shanghai to Peking is thirty-six hours railway travel, and that the one line of rail is the only means of modern communication; when you think that from Shanghai it is two and one-half days' steaming to Hong Kong, and that steamers are the only means of communication; when you think that between Canton, the great capital in the south, and Shanghai, the modern metropolis, there is no overland means of transportation, you will realise that the very vastness of China prevents her being completely involved."

New Vessels.

Turning to the development of the Nippon Yusen Kaisha, Mr. Ohtani said: "With the completion of its present building programme our company will have 143 vessels of 844,000 gross tons in its combined fleets. These operate on twenty regularly established schedules, crossing all oceans except the North Atlantic, serving eighty ports in twenty different countries. In its development of round-the-world passenger business it co-operates with the lines of the North Atlantic."

"The building programme of the company provides for the laying down of two new steamers for the Japan-Europe service, one new steamer for the Japan-West Coast of South America service, three new steamers for the Seattle-Orient trade, and three new super-motor vessels now building for the California-Orient service at a cost of \$1,200,000 each."

"These new motor vessels will be of 16,500 gross tons, engined with the newest and highest speed Diesel engines, and will be the last word in equipment, luxury, comfort and safety. The first will be ready about this time next year, and the others will follow shortly."

SHIPYARD REPAIR WORK.

Menzies and Co., Ltd., Leith, have secured the overhauling of the "Coronda" and a new funnel for the "Selma" from Messrs. Salvason and Co. They are also carrying out voyage repairs on the "Sicilian Prince," and are opening out the "Staffa" for examination. The firm have also the steamers "Incumbore," "Saragossa," and "Cambria" for repairs, and had the "Brenda" in their own dry dock recently.

Smith's Dock Co., North Shields, had the following work for the week ending June 22: Docked: "Hercules," "Tiverton" and "Luminous" voyage repairs; "Purdy Oaks," "Tosby" and

ITALIAN SHIPPING.

40-KNOT LINER SCHEME ABANDONED.

YEAR'S DEVELOPMENT.

The proposal by an Italian company to build two 40-knot liners has been abandoned according to a report on the economic situation in Italy, presented to the Department of Overseas Trade.

Referring to shipping, etc., the report (by E. C. Donaldson Rawlins, Commercial Counsellor, and H. C. A. Carpenter, Commercial Secretary to the British Embassy at Rome), reveals that at December 31, 1927, the total number of mechanically propelled vessels in the Italian mercantile marine was 1,424, with gross tonnage 3,251,302, including 107 motorships with gross tonnage 313,519. In addition, at the same date there were 3,018 sailing vessels with a gross tonnage of 186,126 tons.

The tonnage launched in 1927 amounted to 98,519 tons, made up of nine steamships of 52,927 tons, 10 motor vessels of 38,500 tons, and 2,052 tons of miscellaneous craft, including tugs and sailing vessels. The smaller amount of tonnage launched in 1927, 93,519 tons compared with 250,037 in 1926, is partly explained by the fact that all the large vessels under construction were launched in the latter year.

At the end of the year there were 185,370 tons of shipping on the stocks. These included one vessel of 26,500 tons, and one each of 26,500, 17,600, and 13,500 tons, the remaining being less than 6,000 tons.

Movement of Shipping.

The movement of shipping during 1927 shows a considerable increase over 1926 and 1925, the net tonnage of entrances and clearances of these years being 135,127 and 120 million tons respectively.

Total entrance in 1927 were as follows:—243,378 ships of a net tonnage of 67,810,000; goods discharged, 23,118,420 net tons; passengers landed, 4,062,721; clearances, 243,281 ships of a net tonnage of 67,542,887; goods loaded, 9,099,605; passengers embarked, 4,138,684.

The number of passengers landed from foreign going vessels during the year was 162,278, of which 89,085 disembarked from vessels flying a foreign flag. The corresponding figures for 1926 were 162,696 and 45,202 respectively; while in 1913 the total number landed was 351,560, of which no less than 194,353 travelled on foreign vessels.

The goods discharged and loaded in port of Genoa during the year amounted to 7.5 million tons. At Trieste the goods discharged and loaded were 2.3 million tons, followed by Venice and Naples with 2.2 million tons each. Trieste attracted the largest number of passengers, viz., 1.6 million, Naples being second with 1.1 million.

The shipping laid up in Italian ports owing to various causes at January 1, 1928, consisted of 166 mechanically propelled vessels with a gross tonnage of 315,950, compared with 85 vessels with a gross tonnage of 128,199 tons at January 1, 1927. The sailing vessels laid up for similar reasons at the same date were 188, with a gross tonnage of 19,255.

The Genoa Port Consortium has authorised the expenditure of 75 million lire on the construction of a new dock, to be called "Benito Mussolini." An order was put in force in the port of Genoa whereby all goods for export are to be handled by the "Societa Galattimber."

Expenditure to the amount of 23 million lire has been sanctioned for extensions to the port of Civita Vecchia. A decree of November 3 authorises the expenditure of 7 million lire on the execution of new port works at Ancona. The work in question consists of the construction of an underground sewer to convey the sewage to the sea, the present sewers discharging into the harbour.

Experimental Tank.

A decree of June 23 provides for the formation of an organisation to construct and operate an experimental tank. The tank will be situated at Rome, and experiments will be carried out at the request of Government departments and of the shipping and shipbuilding industries. The Government has made a contribution of one million lire toward the initial expense to be incurred, and facilities are granted to the organisation for borrowing money to the extent of four million lire. The new tank, which it is hoped to complete in two years, will be 200 metres long and 12 metres broad, with a depth of six metres.

"Efra," general repairs. Afloat: "Old Charlton," Redriff; "South-ern King," "British Statesman," "Wallend," "Tongking," "Scottish Borderer," "Cape Verde," "Betty Maersk," and "Emol."

H.M.S. "KENT."

THE CRUISER ON ITS DEPARTURE.

COUNTY PATRIOTISM.

The building and equipment of the new cruiser, H.M.S. "Kent," at Chatham Dockyard, its commissioning last Monday, and its sailing next Tuesday, says "The Observer" of July 1, have aroused the greatest interest among the people of "Kent." The captain has been inundated with requests to view his ship, and as far as possible has acceded, although it was difficult owing to the short period elapsing between its commissioning and sailing and the fact that the officers are enjoying their last week-end leave before setting out for China. Members of the "Kent District of the Institute of Journalists" were among the visitors, while the Association of "Men of Kent" and "Kentish Men" inspected her and made certain presentations.

The "Kent" has a displacement of 10,000 tons, and cost approximately £2,169,828. She is armed with eight 8-in. guns, beside four 4-in. anti-aircraft guns and smaller guns. She has engines of 80,000 horsepower, and is capable of a speed of 31½ knots per hour. Her length is 630 ft., and her full complement 680 officers and men. The "Kent" will be the flagship to Vice-Admiral Sir Reginald Yorke Tyrwhitt, commander-in-chief of the China Station.

The new cruiser is the seventh ship in the Navy to bear the name of "Kent." The following are notable dates in their history: "Lowestoft," 1665; "St. James's Day," 1668; "Barfleur" and "La Hogue," 1692; "Malaga," 1704; "Cape Passaric," 1718; "Vigo," 1747; "Calcutta," 1766; "Alexandria," 1801; and "Falkland" 1914.

Plate and a new bell were presented by the "Men of Kent Association." The Countess Stanhope explained the fund, the Marchioness Camden, wife of the Lord Lieutenant of Kent, made the presentation, and Lady Madden hoisted the new flag given by the Ladies of Kent.

CONSIGNEES.

THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE Motor Vessel

"JAVA" having arrived, consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 8th August, 1928, at 4 p.m. will be subject to rent. All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ashe on the 7th August, 1928, at 10 a.m.

All claims against the vessel must be presented to the Under-signed before the 11th August 1928, or they will not be recognised. No Fire Insurance will be effected.

Bills of Lading will be counter-

signed by

JOHN MANNERS & CO., LTD., Agents.

Hong Kong, 2nd August, 1928.



Weekly Trans-Pacific Service

To San Francisco and Los Angeles.

The Sunshine Belt via Honolulu.

Fortnightly sailings on Tuesdays.

Pres. Madison	Aug. 14th
Pres. Jackson	Aug. 28th
Pres. McKinley	Sept. 11th
Pres. Grant	Sept. 25th

To Seattle and Victoria.

The Short, Straight Route to America.

Fortnightly sailings on Tuesdays.

Pres. Cleveland	Aug. 7th, Tues., Noon.
Pres. Pierce	Aug. 21st
Pres. Taft	Sept. 4th
Pres. Jefferson	Sept. 18th

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

ROUND THE WORLD.

Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Harrison	Aug. 12th 8 a.m.	Pres. V. Buren	Sept. 23rd 8 a.m.
Pres. Monroe	Aug. 26th 8 a.m.	Pres. Hayes	Oct. 7th 8 a.m.
Pres. Wilson	Sept. 9th 8 a.m.	Pres. Polk	Oct. 21st 8 a.m.

To Manila

Pres. Madison	Aug. 4th 6 p.m.	Pres. Taft	Aug. 28th 6 p.m.
Pres. Pierce	Aug. 14th 6 p.m.	Pres. McKinley	Sept. 1st 6 p.m.
Pres. Jackson	Aug. 18th 6 p.m.	Pres. Jefferson	Sept. 11th 6 p.m.

For Bookings, Passenger and Freight Information apply to Hong Kong and Shanghai Bank Building, Ground Floor. Telephone Central 2477, 2478 and 705. Cable Address "Dollar."

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AUSTRAL-CHINA NAVIGATION COMPANY

S.S. "CALULU"

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For Freight and Passages apply to:—

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THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road Central, Hong Kong, Tel. Central No. 459. Shipyard: Sham-Sui-Po, Kowloon, Hong Kong. Tel. Kowloon No. 9. Estimates furnished on application.

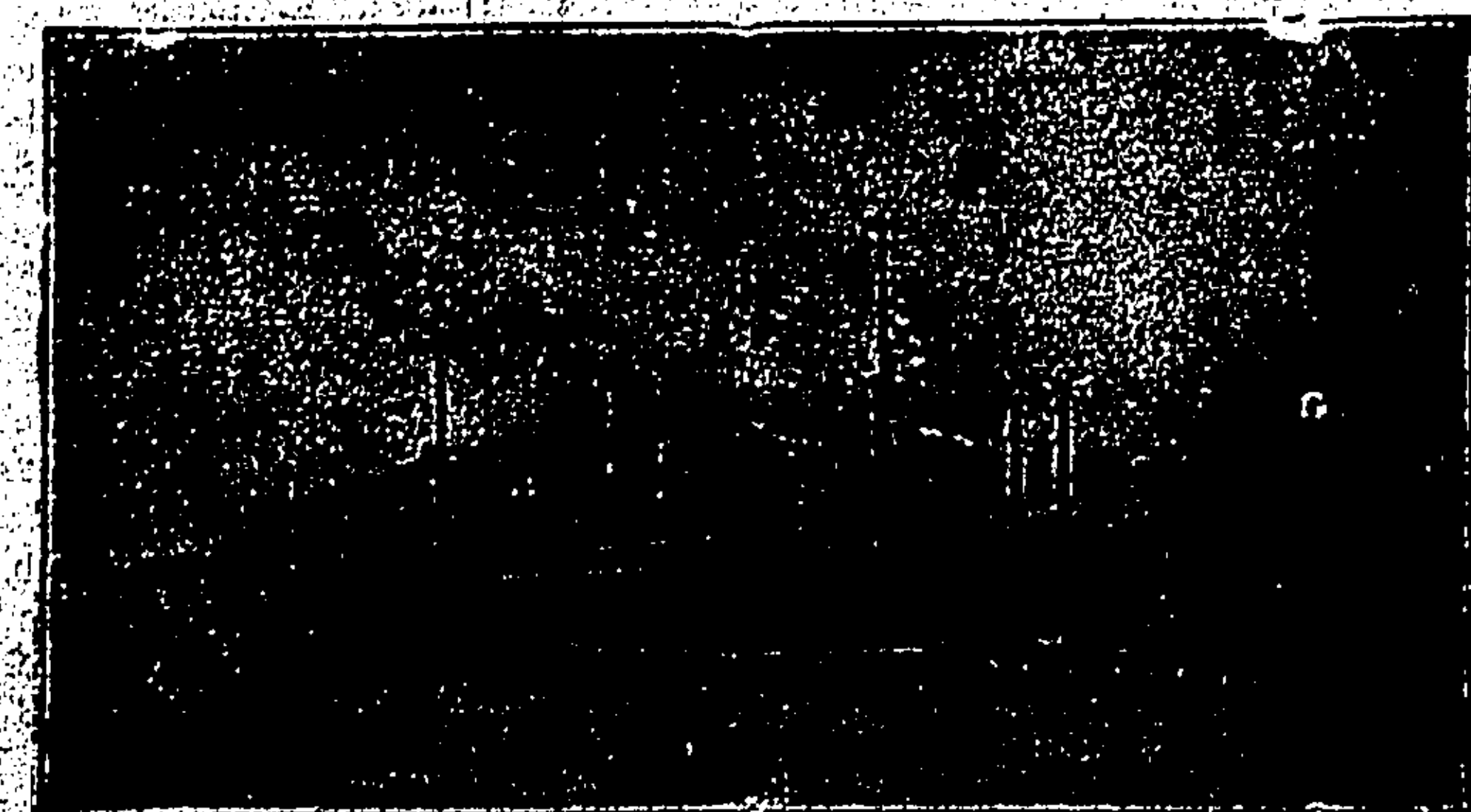
Hong Kong, April 1, 1924.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

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Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

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S.S. "TAIPING."

Speed 14.77 I.H.P. 4090 D.W. 4215 tons.

Built and engined by the Hong Kong & Whampoa Dock Co., Ltd.

Please address enquiries to the Chief Manager:

R. M. DYER, ESQ., M.I.N.A., Kowloon Dock, Hong Kong.

The restaurants, hotels and flower boats are taken as first class, the boarding houses as second class while the small junks on the river are taken as third class. All clubs or similar organisations are liable to pay taxes at the rate of \$50 per month. One day is divided into two games. The day game begins from 5 a.m. to 6 p.m. whilst the night game from 5 p.m. to 5 a.m. Private individuals and shopkeepers who play the game irregularly are not liable to pay the tax.

THE SINCERE CO.

PLAINTIFFS v. A JAPANESE MERCHANT.

SEQUEL TO FLEET VISIT.

Transactions arising out of the visit to Hong Kong a few months ago of the Japanese Fleet form the subject of a dispute which led to an action in the Summary Court this morning when the Sincere Co., Ltd., sued Mr. T. Nakao, a Japanese merchant, for \$1,000, the price of goods alleged to have been sold and delivered.

Mr. M. K. Lo appeared for the plaintiffs and defendant was represented by Mr. R. A. Wadson.

According to Mr. Lo, defendant maintained that goods he obtained from Sincere's which remained unsold were to be returned and this Sincere's denied.

Mr. Wadson raised a point on the statement of claim and the amount therein.

Counter-Claim.

He said that the plaintiffs' account was for \$3,158. Mr. Lo stated that about \$1,000 worth of goods ordered by defendant had not been taken delivery of. Only about \$2,000 had been cleared. The Plaintiff Judge (Mr. Justice P. Jacks) suggested and Mr. Lo consented to an addition to the writ to the effect that plaintiffs waived the right to bring any claim for damages in respect of the goods sold and not delivered. The plaintiffs had originally waived a small amount to bring the claim within the jurisdiction of the Summary Court.

Defendant counter-claimed for \$7.04, balance of a sum of \$1,000 which he had deposited with plaintiffs prior to the commencement of the transactions.

Not All Sold.

Mr. Lo said that plaintiffs supplied the defendant with goods for the defendant to re-sell during the visit of the Japanese Fleet. Defendant only succeeded in selling goods worth \$992.

On about March 4, Mr. Nakao saw Mr. Chen See of Sincere's and asked for the usual pass book that the company gave to customers for goods which were to be sold on credit. The defendant explained that his firm had made arrangements to supply the men of the Japanese Fleet during their visit to Hong Kong.

Mr. Chen See said Mr. Lo told defendant he was not prepared to give credit. The defendant, however, claimed to be a substantial business man and agreed to pay a deposit of \$1,000. It was then arranged that after he had paid in that amount he would be given credit for goods of double that value.

Mr. Nakao paid \$1,000 on the same day, a pass book was issued to him and Mr. Chen gave instructions to Sincere's accountant as to the arrangements made.

Very Low Prices.

Soon after the Japanese Fleet had left, there was over \$1,000 due by the defendant and Sincere's accountant demanded payment. Then, for the first time, the defendant wanted to give the accountant a letter which said something about goods being returnable if they were not sold. The accountant refused to accept the letter and that was the last they had heard of the incident.

The goods were supplied at a very low rate, said Mr. Lo, at practically wholesale prices—about 35 per cent. less than ordinary credit customers were charged. Most of the goods were not in stock and the defendant gave Sincere's to understand that he wanted such enormous quantities that the Co. ordered goods from elsewhere for cash, with no such arrangement for their return in the event of their not being sold.

Mr. Lo asked "Why should a firm like the Sincere Co. say 'We will let you have all the goods while you pay us a price which is a very low one. If you don't sell them, return them to us'?"

MUZZLELESS.

MORE DOG-OWNERS FINED.

Mr. M. Matthews, residing at No. 8 Waverly-terrace, Kowloon, was this morning, at the Kowloon Magistracy, charged with having his dog without a muzzle at Tai Wan beach on July 23.

Mr. Matthews said that he had been away from his house for 6 weeks, and had left the dog in the charge of the boy.

A fine of \$5 was imposed. A Chinese woman residing at No. 231 Shanghai-street was fined \$5 for a similar offence.

The Portuguese Company of the H.K.V.D. Corps is presenting a variety entertainment at the Club de Recreio to-morrow night at 9.15 p.m. Admission \$1.

CINEMA NOTES.

CHARLIE CHAPLIN NEXT WEEK.

TO-DAY'S BIG COMEDY.

Expressly written for Clara Bow, the leading player, "It," a screen version of Elinor Glyn's novel of the same name, will be screened at the Queen's Theatre from Sunday to Tuesday according to a special advertisement in this issue.

The story deals with a little shop girl who possesses that magnetic something which defies definition, but attracts everyone with compelling force. With a limited education, no family prestige, and nothing but her sweetness of character, the girl rises to notable success by exerting the inexplicable "It," and winning the love of her wealthy employer. In support of the star appears Antonio Moreno who has the leading male role and others in the cast include Julia Swayne Gordon and Priscilla Bonnar.

A big added attraction will be provided in the form of one of Charlie Chaplin's early successes, "A Day's Pleasure." One of the funniest incidents in the film occurs when Charlie and his family, all bent on having a good time, hire a dilapidated Ford. Extreme courtesy toward a traffic policeman and the freak behaviour on the part of the machine result in a series of vastly amusing scenes.

"THE RED MILL."

Marion Davies comes to the Queen's Theatre from to-day to Saturday in "The Red Mill." The picture is a lighthearted romance of Holland, based on the famous stage hit of the same name. Miss Davies is seen in the role of a quaint little Dutch girl in a whirlwind adventure with an Irish lover, ghosts in a haunted mill, a villainous uncle and a queer tangle of mislaid identities. Tragic and farcical by turn, the story is enacted by a strong supporting cast which includes Owen Moore as the hero, Karl Dane of "The Big Parade" and "Rookies" fame, George Seligmann, the bullying general of "Hotel Imperial," Louise Fazenda, well known comedienne, William Orlamond, and many others. "The Red Mill" contains many spectacular scenes, one being a huge lake specially constructed and frozen over by artificial means to get the proper atmosphere for a skating scene in which several hundred people take part. The picture will be screened at the 2.30, 5.10 and 7.15 performances only, the famous magician, Long Tack Sam, and his clever company of Chinese wonder workers giving a full time performance of conjuring and acrobatic tricks at 9.20 nightly until Saturday.

"HEAVEN ON EARTH."

Renee Adoree, Conrad Nagel and Gwen Lee are the featured players in "Heaven on Earth," a picture which will be screened at the World Theatre from to-day till Saturday. The story tells of the revolt of a young man who has been brought up by a too dotting aunt, his entire career mapped out for him, even to his love affairs. He has reached a point where he must either degenerate into a tool of convention, or throw the whole thing over and strike out for himself. A passing band of gypsies brings to him the fulfillment of his life, and he chooses the latter course. There follows an extremely enjoyable tale of his love for a beautiful gypsy maid, Julia Swayne Gordon, and Pat Hartigan are included in the supporting cast which came under the direction of Phil Rosen.

"AFTER MIDNIGHT."

"After Midnight," Norma Shearer's new picture which opens to-day at the Star Theatre, is a dramatically human play of life which begins in poverty and ends in poverty, and presents the star in an entirely new characterization. The episodes between the beginning and end, set in the trappings of wealth, filled with the tinsel and glitter of night clubs of a great city, portray a young girl's struggle to combat life. The enemy is not some silk-hat villain, as is usually the case on the screen, but that much more brutal thing, life, itself. The story tells of the love of a cigarette girl for a thief. In the end, the thief reforms and finds honest work; thus the couple with their love and romance triumph over the evil about them. Lawrence Gray plays opposite Miss Shearer, and Gwen Lee appears in an important supporting role.

The master of a cargo boat which was found anchoring within the limit of the cable area at Aberdeen yesterday, was fined \$5, by Commander J. B. Newell, D.S.O., R.N., at the Marine Court this morning.

KOWLOON NOISES.

CONTRACTOR BEFORE THE COURT.

9 P.M. LIMIT.

Pui Kee, building contractor, residing at No. 12 Man Kok-road, appeared before Mr. W. Schofield at the Kowloon Magistracy this morning in answer to a charge "of making a noise calculated to cause a disturbance at the junction of Nathan-road and Pekin-road between sunset and 6 o'clock in the morning."

Sergeant Ellis prosecuting said that the police had of late received numerous complaints from residents living in the vicinity regarding the frightful noise caused by the work at night and that he (Ellis) had himself warned the foreman more than once.

Capt. Austin told the Magistrate that the nuisance caused by banging and sawing continuing up to about 11 o'clock every night was terrible, and added that one night the noise continued until 2.30 in the morning. Defendant said that he had instructed his workmen to cease work when the lights of the Star Theatre went out. Apparently they had not obeyed his orders.

His Worship eventually ordered night work to cease at 9 p.m.

Defendant asked if he could carry on work that did not cause unnecessary disturbance up to 11 o'clock. His Worship said it was according to what that work would be, but if the work was not noisy, defendant could do so.

ST. PETER'S.

YOUNG MEN'S CLUB ACTIVITIES.

The following is the programme arranged this month for members of the St. Peter's Young Men's Club:

Moonlight Picnics.—Two moonlight picnics were arranged for this month. The first took place last night while the second one will be on Wednesday, August 29. Launch leaves Blake Pier at 8 p.m. sharp and will call at Station Pier, Kowloon at 8.10 p.m. Destination will be Repulse Bay. The charge, which does not include refreshments, will be 60 cents for members and ladies and 80 cents for non-members.

Saturday Afternoon Picnics.—The attendance at the picnics has increased and members are invited to make use of these weekly swims.

Bathing Shed.—An additional bench has been installed in the Men's Change Room. Locker holders are requested to provide locks for their lockers and have their name on same.

Garden Fete.—The Club is undertaking the running of the sideshows and dances in connection with the forthcoming Garden Fete, organised by St. Peter's Church. Further particulars will appear later.

Subscriptions.—Members are reminded to send in their overdue subscriptions.

Sub-Committee Meetings.—August 7, Library Committee; August 14, Sports Committee; August 21, Entertainment Committee; August 28, Executive Committee. Each meeting is at 8.30 p.m.

OFF TO PARIS.

MR. KELLOGG AND HIS PEACE PACT.

Washington, Yesterday. Mr. F. B. Kellogg is going to Paris aboard the liner "Ile de France" on the 18th inst. for the signature of the outlawry of war treaty.—Reuter's American Service.

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THE "DURO" CASE.

SETTLEMENT OFFER UNSATISFACTORY.

THE "REMEDY."

At the Kowloon Magistracy, yesterday, Mr. W. Schofield disposed with a case in which a former partner of the Duro Filling Station was charged with embezzling sums of money of about \$2,000. Mr. Hin-shing Lo, who defended, informed the Court that Mr.

Curtis, the complainant, was not satisfied although the defendant's uncle had offered \$500 in settlement of the claim. The Magistrate, in view of what had transpired, told the complainant that his remedy lay in the civil and not in the criminal court.

NATIONAL GALLERY.

London, Yesterday.

Mr. Augustus Moore Daniel will succeed Sir Charles Holmes as a director of the National Gallery, on December 31.—Reuter.

HONGKONG AUTOMOBILE ASSOCIATION.

GRAND TATTOO

11th, 12th & 13th September.

The Automobile Association proposes to organise a Motor Parade on one of the evenings during the Grand Tattoo. If sufficient entries are forthcoming three prizes will be given by the Association for the most original or best decorated Vehicles in each of the following classes:

1 Cars or Lorries representing the Trade.
2 Private Cars.
3 Motor Cycles with or without Side Cars.

A registration or entrance fee of \$1 must accompany all entries. ENTRIES WILL CLOSE ON FRIDAY, the 7th SEPTEMBER.

All communications to be addressed to C. M. MANNERS, c/o Hong Kong & Kowloon Wharf & Godown Co., Ltd.

GRAND TATTOO

11th, 12th & 13th September.

SCENARIO

Ladies and Gentlemen are wanted to perform in the Spectacular Scenario.

Performers will appear in Old English and Scottish scenes. Singing is not essential, but some vocalists are required.

Names and addresses to be sent, immediately, to Hon. Secretary, "Tattoo" Scenario, Y.M.C.A., City Hall.

The first rehearsal will be held on Tuesday next (August 7th). Time and place will be announced later.

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TO CLOSE: Replace cap and push lever down.

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Sufferers from acidity find it preferable to any other stimulant.

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PRICKLY HEAT & SUNBURN.

A little dusted on the skin and gently massaged in will speedily cure Prickly Heat, remove Sunburn and the offensive odour due to excessive perspiration.

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6 p.m.

6 p.m.

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COLONY'S MONEY.

SUPPLEMENTARY VOTES OF
\$147,505.

THIS YEAR'S EXPENDITURE.

Eleven items totalling \$147,505 are to be presented to-day for the consideration of the Finance Committee of the Legislative Council, in respect of supplementary expenditure during 1928. The votes are as follows:—

Public Works, Extraordinary:—Land at Ho Sheung Heung, Northern District, New Territories. Purchased by Government, \$3,351.

[An offer has been made by the executors of the owner (deceased) to sell to Government, at the Government resumption rates, about 17 acres of land. It is considered desirable to accept the offer, the land to be used for exchange in the place of cash payments in future resumptions.]

Fire Brigade:—Rent of Stations, \$480.

[To pay rent at the rate of \$60 per mensem for a room in the Y.M.C.A., Kowloon, to house a European Sub-Officer from Kowloon Fire Station as no accommodation is available in the Station.]

WIRELESS TELEGRAPHY. Public Works, Extraordinary:—Revolver Range, Kennedy Town—construction of open air Revolver Range for Police Department, \$1,600.

[The Indian Shore Guards formerly practised revolver shooting at a Range at Sookumpoo. With the extension of building development in that district, this range had to be closed and was included in the site for the Eastern District Tung Wah Hospital. The vote now requested is to meet the cost of forming an open air Revolver Range (butts, targets, etc.) at Kennedy Town over the old water service tank—to take the place of the one closed at Sookumpoo. There are 600 Indian Guards being trained in the use of revolvers.]

Public Works, Extraordinary:—Wireless Telegraphy—Expenditure on Buildings and Plant to effect necessary improvements, \$91,440.

[The scheme for improving the Colony's W.T. Service which was submitted to Finance Committee on April 19, 1928, and informally approved has been found to require modification. Cape D'Aguilar W.T. Station has proved unsuitable for short wave transmission to Canton, and in place of the contemplated extensions to that station, it is proposed to erect a station at the Peak as transmission from the experimental station in "The Eyrie" has been found to be satisfactory. It will be necessary to erect two one-hundred-foot masts instead of one two-hundred-foot mast as at D'Aguilar and also a new building, thereby increasing the estimated expenditure for this year from \$68,790 to \$91,440. It is further proposed to extend this Peak Station, as experience dictates, with a view to the centralisation there of all transmitters. This, if carried out, will involve an additional expenditure in due course of \$70,250 but it is expected that this will be balanced by increased revenue and decreased working costs. The amount which it is proposed to include in the 1928 Estimates is \$166,700.]

Public Works, Extraordinary:—Kowloon General Works, Miscellaneous. To cover expenditure on miscellaneous works to the end of the year, \$10,000.

[Owing to the number of items approved as proper charges under this heading it is necessary to supplement the vote by \$10,000 to cover further expenditure to the end of the year. The amount was reduced for this year owing to the need for economy but the increase in the revenue makes an increased provision possible.]

Public Works, Recurrent:—Kowloon Waterworks: Water Account (Meters, etc.). Supplying new Meters and Meter repairs, \$15,000.

[The vote provided in Estimates has been practically exhausted in supplying and fixing new meters. There are at present some 200 applications for meters outstanding and further applications are received almost daily. These meters produce revenue. Three hundred and seventy-five meters have been fixed in Kowloon this year to date, and the amount now requested will permit of another 300 being supplied and fixed. The following numbers have been fixed in the last two years:—506 in 1926, 562 in 1927. The Excess Consumption Revenue in Kowloon during the same period is as follows:—\$96,954 in 1926, \$163,469 in 1927, and \$41,640 during the 1st quarter of 1928.]

EMPLOYERS.

District Office (North)—Personal Emoluments, \$300.

[This sum is required to meet additional expenditure incurred by an officer doing double duty during the absence on leave of the

A BLUE ROSE.

THORNLESS PLANTS AND MORE SCENT SOUGHT.

NOT LIKELY TO SUCCEED.

Three things occupying the attention of rose growers at the present time are the search for the true blue rose; the possibility of cultivating thornless roses; and the revival of the old English scent in hybrid roses.

"Rose growers always have been and always will be striving after the true blue rose," Mr. J. Fraser, an expert, told a reporter at the summer show of the National Rose Society, in the grounds of the Royal Hospital, Chelsea.

"I must confess that I don't think we shall ever get a true blue rose, because there is no blue in the genus. We shall get near it, in fact, we have done so already in 'Neichen Blauw' and 'Baby Poura,' two roses which are of violet and lilac shades.

Scent and Thorns.

"Then we are trying to revive the old English scent in roses. Roses with delightful scent are not often beautiful in form and colour. The scented varieties are generally derived from the old-fashioned Damask and French roses, and these do not give the very beautiful forms obtained in hybrid tea roses, which have only tea scent. Apparently we cannot have everything. Either we get a wonderful scent but rather a poor bloom, or we get magnificent bloom and practically no scent."

"As for thornless roses, I cannot say whether we shall ever be able to grow all our roses without thorns. It certainly seems quite probable, and we have actually grown two roses named 'Zephyrine Drouhin' and 'Rosa Blada,' which have no thorns. Thorns are quite unnecessary for blooms grown in gardens, and are very destructive in windy weather."

Tired of Experimenting.

One exhibitor, questioned about the elusive blue rose, said some growers were getting tired of experimenting in that direction.

"They say people don't want a blue rose. Well, the public doesn't know what it wants till it sees it. Rose are among the easiest of all flowers to grow. That is why amateurs love the rose show. They are able to do well in the competitions."

"For some reason Civil servants are among those amateurs who grow the best roses. You will find that the majority of Civil servants are keen gardeners."

Senior Land Bailiff. During the absence on long leave of the Senior Land Bailiff the Junior Land Bailiff who acted in his stead was required at the same time to perform the duties of his own office for a period of nine months. It is proposed to grant him a bonus of \$300 in respect of overtime and as no funds are available a Supplementary Vote for this amount is requested.]

Junior Clerical Service, Personal Emoluments, \$9,250.

[The amount provided in the 1928 Estimates for the salaries of the Junior Clerical Service is proving insufficient owing to the necessity to increase the establishments of clerks in several Government Offices beyond the strength for which provision was made in the Estimates. While additions to strength are as a rule made by requirement to the lowest grade it has been necessary in some cases to increase the numbers of higher posts in view of increased responsibilities, and the Subordinate Staff Board has recommended a number of promotions to Class 5 and to the Special Class in excess of the numbers for which provision was made in 1928 Estimates.]

GARDEN CONCERTS.

Medical Department:—Rent of Garage, Tai Po, \$84.

[The Chinese Medical Officer for the New Territories has obtained a motor car, thereby increasing his usefulness. The provision of a garage for the car is necessary, and the sum of \$84 (six months' rent) is requested to be voted for this purpose pending the provision of a Government Garage.]

Colonial Secretary's Office:—Special Expenditure: Provision of steel filing cabinets, \$15,000.

[The transfer of the Colonial Secretary's Office records (dating from 1864) to temporary quarters during the reconstruction of the office drew attention to the dilapidated condition of the old wooden filing cabinets. It is proposed to provide modern steel filing cabinets for the furnishing of the reconstructed offices in place of attempting to repair and re-use the old wooden cabinets. The cost is estimated at \$15,000.]

Miscellaneous Services:—Public Band Concerts, \$1,000.

[It is proposed to give a few afternoon concerts in the Botanic Gardens as an experiment to see whether the appreciation shown by the public would warrant future arrangements for the provision of music in the Gardens.]

SHEK O-ROAD CASE.

CAR COLLISION DUE TO NEGLIGENCE.

LIABILITY SETTLED.

Mr. Justice P. Jacks (Puisne Judge) found, in the Supreme Court yesterday, that the collision on the Shek O-road on May 2 between Mr. H. R. B. Hancock's Crossley car and a Buick car, owned by a Chinese, was due to the negligence of the driver of the Buick.

It having been agreed to defer the question of damages pending the arrival of spare parts from Home for the Crossley, his Lordship gave judgment to Mr. Hancock on his claim for damages and for the cost of obtaining the use of another car while unable to use his own. The counter-claim by the other side was dismissed.

Mr. C. A. S. Russ (solicitor for the defendant) laid stress on the evidence that the chauffeur of the Buick car had a clean record for the five years during which he had driven.

For Mr. Hancock, Mr. H. C. Macnamara submitted that the cause of the accident was the Buick car being on the wrong side of the road.

Couldn't Believe Both.

His Lordship said that if he believed the evidence given for both sides, there would have been no accident.

On Mr. Macnamara bringing up the cost of repairing the wall which had been broken as a result of the collision, his Lordship ruled that if the Public Works Department claimed against Mr. Hancock, the latter could refer the P.W.D. to the defendant.

Damages on the claim will be assessed by the Registrar, liberty having been given by his Lordship to apply to him in case of dispute.

A COOLIE'S DEATH.

PROTRACTED INQUIRY AT THE MAGISTRACY.

THE HERBAL TREATMENT.

Yesterday afternoon, Mr. R. E. Lindsell, sitting as Coroner and a jury, concluded an inquiry into the death of an aged coolie who died at the Tung Wah Hospital on July 6 whilst undergoing Chinese herbal treatment for a fractured leg received through being knocked down by a motor car on Pokfulam-road on April 5.

At an earlier hearing Dr. E. W. Kirk, who examined the body, gave evidence that the primary cause of death was fracture of the leg, and the secondary cause blood poisoning.

Mr. Lum Chung-wah, the Chinese herbalist who treated the deceased at the Tung Wah Hospital, did not agree that death was due to blood poisoning. He attributed the cause of death to "keuk hae," a sort of cramp which started from the leg and affected the heart. "Keuk hae" was caused, according to this witness, by an excess of phlegm due to weak lungs. It was the witness' opinion that the injury the deceased had received in the motor accident did not hasten death.

In view of this evidence, Dr. Kirk was recalled at the last hearing when he said that the evidence of the herbalist who had treated the deceased was of more value to the Court than his own, which was an opinion formed by examination of the body after death. He asked leave to vary the secondary cause of death to dislodgment of a septic clot, which would give the symptoms of shortness of breath described by the herbalist.

The inquiry was then adjourned for Dr. Kirk and the herbalist to confer with Dr. G. H. Thomas, of the Government Civil Hospital, in order to determine whether death was due to the motor accident or not.

Dr. Thomas' Evidence.

When the inquiry was resumed yesterday afternoon, Dr. Thomas said that from the evidence given it was his opinion that the man died from a fulminating type of beriberi, which caused heart-failure such as was described by the Chinese physician. He (witness) had seen the deceased in the Government Civil Hospital, and had detected early signs of beriberi. He had been connected with the Tung Wah Hospital for 16 years, and had seen four or five such cases admitted yearly into the Hospital.

He agreed with the Chinese physician that death was due to natural causes.

The jury indicated that they were satisfied with the explanation, and they returned a verdict to accord with the medical view.

He: "I'm going to ask your Father for his consent to-night."
She: "That will be lovely."
He: "You are glad then?"
She: "Delighted! I shall call and bring you flowers every day until you are able to be out again. I have never seen the inside of a hospital."

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HYGIENIC AND FOOT POWDERS.

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A WEEK'S PAPERS IN ONE

"OVERLAND CHINA MAIL"
ILLUSTRATED.

CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS

SEND IT HOME!

News about China is anxiously awaited in several parts of the world at the moment. Messages have come to Hong Kong from several capitals indicating the degree of interest displayed in the activities of the Nationalist Government in diplomatic affairs. The "Overland China Mail" this week supplies the want of people in Europe and America who wish to know about the trend of affairs here.

America, Japan, France, Italy and Britain are a few of the countries whence despatches have emanated evincing a keen desire to be acquainted with developments in China. Business men and other friends will be grateful to residents of Hong Kong who send them a week's news in handy form, supplemented by comment, notes, explanations and special articles, such as will be found in the "Overland China Mail."

This week's "Overland" in addition to the usual features, is generously illustrated with photos and pictures of life in Hong Kong and China. It contains also a number of trade reviews of 1927 and the Full Court judgment in the Batt's v. Silva-Netto Appeal—a matter of great importance to trade.

WHEN YOU GO ON LEAVE.

Are you going Home on leave this year? If you are, you will be surprised by the number of persons who will ask you about China and Hong Kong. You will be astonished at the number and type of silly questions put to you in all good faith. And you will have to admit reluctantly (if only to yourself) that you are not quite certain. Will you be believed, though? Keep in touch with Hong Kong and China by having the "Overland China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you can keep yourself well informed if you have the "Overland." The articles which you will seek are written to help non-Chinese to understand. In any case, you will not regret, from your own point of view, being posted with the main developments (reported in brief) while you are away.

READY TO-MORROW.

Mail via Suez closes at 10.30 a.m. on Saturday,
and via Sibiria at 10.30 a.m. on Saturday.

SINGLE COPY 25 Cents.

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BOWLS.

PROGRESS IN SINGLES CHAMPIONSHIPS.

RESULTS TO DATE.

The following are the full results in the second round:—

A. W. Grimmitt defeated F. Cullen.
E. W. Hogbin defeated G. Moss.
W. Hill defeated L. J. Whant.
J. Gibson defeated J. Chalmers.
J. Ferguson defeated D. C. Whalmaley.
A. C. V. Ribeiro defeated J. Hollidge.
J. Brown defeated E. Eccleshall.
J. A. Lindsay defeated N. Drummond.
W. Macfarlane defeated J. J. Whyte.
F. C. Goodman defeated W. Russell.
J. Laing defeated R. F. Luz.
R. Duncan defeated U. M. Omar.
C. Bennett defeated C. Atkinson.
A. R. Clark defeated G. Wragge.
J. O. McLaggan defeated W. Mair.
T. D. E. Pendered defeated D. Rumjahn.

Third Round Ties.

The following are the ties in the third round:—

E. W. Hogbin beat A. W. Grimmitt.
R. Hill v. J. Gibson.
J. Ferguson v. A. C. V. Ribeiro.
J. Brown v. J. A. Lindsay.
W. Macfarlane v. F. C. Goodman.
R. Duncan beat J. Laing.
A. R. Clark beat C. Bennett.
J. O. McLaggan v. T. D. E. Pendered.

TENNIS.

VOLUNTEERS DEFEAT CLUB DE RECREIO.

NARROW VICTORY.

The Hong Kong Volunteer Defence Corps yesterday beat the Club de Recreio in their initial match this season at King's Park by a margin of one game only.

The deciding game was played between Parker and Stanion and E. de Sousa and E. A. Noronha amidst much excitement. The Volunteers took the game after 40.30 had been called.

Scores:—

E. de Sousa and E. A. Noronha (Recreio):
lost to S. E. Green and H. Owen Hughes 4-7
lost to R. K. Valentine and Mitchell 5-6
beat Parker and Stanion 7-4

16-17

Ribeiro and A. Remedios (Recreio):
lost to S. E. Green and H. Owen Hughes 2-9
lost to R. K. Valentine and Mitchell 3-8
beat Parker and Stanion 8-3

13-20

Yvanovich and F. Remedios:
lost to S. E. Green and H. Hughes 2-9
beat R. K. Valentine and Mitchell 9-2
beat Parker and Stanion 9-2

20-13

HONG DOUBLES.

R. K. Valentine and A. W. Humphreys (Dodwell & Co.) owe 15, meet A. H. Penn and C. P. James rec. 15, to-day in the third round.

BASEBALL.

DRAGONS TO PLAY THE REST OF LEAGUE.

The Hong Kong Baseball Association is arranging an unusual treat for local baseball fans on Monday next—Bank Holiday. It is rare to play an exhibition game in mid-season, but this is in store for spectators who will attend at Happy Valley that afternoon. A representative selection of the best talent in the Colony, including men from the American warships in port, will compose an "All-Hong Kong" side to meet the South China "Dragons" at 4 p.m. The former team will include the strongest players available for each position. Pitted against them will be the strong South China combination. The latter team succeeded in winning the championship of the Colony last season, and this contest will prove to some extent whether or not it is still the best side. Further particulars will be given later.

GOLF.

FAULTS AND THEIR PRICE.

EVERYDAY ERRORS.

"A golf club is not an axe; you are lifting the club from the ball with the right hand and making a chopping motion of it. You must swing the club round the body." These were scraps of a conversation I overheard the other day between Duncan and a player who had gone off his drive, and immediately I was reminded of an incident in the course of last year's championship at St. Andrews. Mr. Robert Jones was asked what he considered to be the gravest fault committed by the average golfer. Without a moment's hesitation, he said, "Lifting the club straight from the ball with the right hand. Nine out of every ten players do it, and what seems to me to be remarkable is that most of them go on doing it without ever realising the fact."

To illustrate his point, Mr. Jones took a club and swung it, firstly, as in the case of the average man, and, secondly, as the club ought to be swung. One saw the right hand taking command the moment the swing was commenced, the club being lifted straight to the shoulder, with the result that the body pivoted the straight left arm, and all the rest of the necessary, but complicated movements, were entirely absent. Actually, there was no swing at all, the right hand having turned Mr. Jones into something resembling a house excavator instead of a golfer. Then followed the correct movement—the square stance, with the feet, comparatively, close together; hands low, with a sweep round the body which made an extreme turn.

As the back-swing commences the head seems to turn away from the ball as if the left eye in Mr. Jones's case is the master eye. Apparently, the left side pushes the club back, and the left arm, immediately the swing gets under way, straightens out and remains straight, without being rigid, until the blow is delivered. Asked what was the secret of his golf, Mr. Jones replied, "There is no secret; I have discovered nothing different from what other players have discovered. But I am inclined to think that the factor of greatest importance in my golf is the body turn, which is fairly considerable. Now, if you lift the club with the right hand there is no turn of the body, or nothing to speak of, and certainly there is no arc in the swing, or what is supposed to be a swing."

FREING THE LEFT ARM.

Mr. Jones has elaborated this very vital point in his book "Down the Fairway." "I play a straight left arm in all full shots," he says, "from the time the club has started back until after the ball has gone. There is no easing of the elbow at the top of the swing. The straight left is encouraged by, and may be partly attributable to, body work. Duncan's idea is that the back swing is started by a motion of the left side, body, arm and leg, beginning to turn. I think he is exactly right; also that this turning movement at once frees the left arm and makes it possible to keep the elbow straight, and at the same time take the club upward and backward around the body without lifting it too much in the line of play; in a word, without having to take it back too straight."

The free body turn is to be seen in a very marked degree in the golf of Macdonald Smith, and also to a slightly less extent in that of J. Farrell, the new American champion, who last week tied with Mr. Jones for the championship, and defeated him by a stroke in the replay. Both Macdonald Smith and Farrell are lissom fellows, with bodies like pieces of india-rubber that can be turned from the hips without any strain or effort. Naturally, the everyday golfer, who works in an office, or in other ways, and crams most of his golf into the week-ends is not so elastic, and cannot be expected to turn so freely as Mr. Jones and his like, who probably play more golf in a month than the average person does in a year.

Even so, the ordinary man should make an effort to pivot, which, in the large majority of cases, he omits to do, in order to get the body out of the way and to allow the arms more freedom of movement. Turn the body freely and henceforth you emerge from the drab army of "axe-wielders." Let us see what other famous golfers have to say on this interesting subject. Duncan puts it very neatly when he says, "that a good player can best be picked out from a distance by watching how much space his body occupies during the update. A good golfer should not as a rule use any more space with his trunk during the swing than that which he

takes up when addressing the ball." This characteristic is noticeable in Mitchell, Compton, and Mr. Tolley, but not quite so marked in the case of Hagen, who has a distinct away before beginning the turn.

HAGEN'S LURCH.

But he always back again at the right moment, and no doubt, the slight lurch assists the powerful body thrust at the moment of impact. It should be remembered, however, that Hagen gets off the line more often than any other first-class golfer, a fact that may in some measure be due to the way. Duncan goes on to say: "If the player will keep his hands low he has at any rate a chance of pivoting properly; but his hands will come up. Then out goes the club to the right, and he cannot turn properly." Gene Sarazen, one of the most fluent of "pivoters," puts it in this way: "The club should be started back low along the ground to prevent it being lifted too quickly. To do this, start the swing by showing the club back with the left hand. This means, of course, that the left shoulder begins to turn. So far as I see, the shoulder and the left hand start at the same time."

And Sarazen might have added that the body having been wound up like a trussed fowl no part of the body mechanism must be allowed to slip. As it was screwed so it must be unscrewed. Mr. Tolley endeavours to explain the matter in rather a novel way. He says: "The head must be kept at the same distance from the ball all through the stroke. This will tend to lock the top of your backbone. The other point is that you must try—it is very difficult—to keep your bottom waistcoat button also at the same distance from the ball all through the movement, and this will help to lock the lower end of your backbone." It may be pertinent to ask, "What does one do when not wearing a waistcoat?"

FIRM BUT RELAXED.

Let us pursue the subject still further. James Barnes, who has delved deeply into the science of golf, observes that, "to pivot in the right way the body must be firm but relaxed. There must be firmness without stiffness or rigidity. A post cannot pivot; a dish rag can be twisted, but it has no firmness. Do not try to use the hips in pivoting; they will turn alright if the body is relaxed." From the advice of this collection of experts it will be gathered how very important it is to cultivate a free turn of the body in order to combat the terrible fault of lifting the club, instead of allowing it to sweep round the body. As so much has been said about getting the club to the top of the swing it will perhaps not be out of place to indicate briefly how the club should be brought down in order properly to complete the movement.

Mr. Jones impresses upon the player that the actual hitting does not commence from the top of the swing; in other words the clubhead does not start first. "The correct way to start the down stroke is of any full shot," he says, "is a slight away to the left. The arms get under way with the wrists still 'cocked,' or wound up." Although he regards it as a difficult sort of speculation, "the hitting area starts at that part of the stroke when the right hand begins to assert itself, the right arm begins to straighten out, and the wrists begin to unwind. In my stroke, this seems to be when the club is about parallel with the ground and the hands opposite the right leg."

STANDARD TIME.

SUNRISE AND SUNSET IN HONG KONG.

Sunrise and Sunset in Hong Kong during August, 1928, standard time for the 120th meridian, East of Greenwich, is as follows:—

	Sunrise.	Sunset.
August	a.m.	p.m.
1	5.55	7.03
2	5.55	7.03
3	5.55	7.02
4	5.55	7.02
5	5.57	7.01
6	5.57	7.01
7	5.57	7.00
8	5.58	7.00
9	5.58	6.59
10	5.58	6.58
11	5.59	6.57
12	5.59	6.56
13	5.59	6.55
14	5.59	6.55
15	6.00	6.55
16	6.01	6.54
17	6.01	6.53
18	6.02	6.53
19	6.02	6.52
20	6.02	6.51
21	6.02	6.50
22	6.03	6.49
23	6.03	6.48
24	6.03	6.47
25	6.04	6.46
26	6.04	6.45
27	6.04	6.44
28	6.04	6.43
29	6.05	6.42
30	6.05	6.41
31	6.05	6.41

MINDEN DAY.

EVERY BORDERER SPORTS A ROSE.

HIGHLAND DANCING.

Yesterday the 2nd King's Own Scottish Borderers celebrated Minden Day, the anniversary of the Battle of Minden in which the 25th Foot, the predecessors of the Borderers, took part with honour. The Battle was fought during the Seven Years' War in 1759, in Prussia on the Weser, 35 miles south-west of Hanover. The French were defeated at Minden by a combined force of British, Hessians and Hanoverians under the command of Prince Ferdinand of Brunswick. The victory was a glorious one, particularly in view of the fact that Prince Ferdinand's force was greatly handicapped on account of the non-appearance, through a misunderstanding, of the British Cavalry.

The King of Great Britain at the time was George II, the second monarch of the House of Brunswick (or Hanover) who at the age of 44 years succeeded his father (George I) in 1727 and was King for 33 years, dying in October 1760—the year following the Minden—at the age of 77 years.

Swimming Sports.

In commemoration of Minden every man in the local Battalion of the King's Own Scottish Borderers wore a rose in his helmet. The local celebration of the anniversary by the Battalion took the form of swimming sports and a gala held at the Kowloon Dock Recreation Club beach. Last evening there was Highland Dancing on the Murray Parade Ground. The celebration were of a private nature confined only to the Officers and men of the K.O.S.B., with their families and some guests from other Military units stationed in Hong Kong.

The Results.

30 Yards Race.—1, L/Cpl. Finlayson; 2, Pte. Rogers; 3, L/Cpl. Branch.
Boy's Race.—1, Dunlevy; 2, Bastget.
Blindfold Race.—1, Pte. Rogers; 2, Pte. Bentley.
150 Yards.—1, L/Cpl. Finlayson; 2, Pte. Falconer; 3, Pte. Wilson.
Children's Race.—1, W. Murray 2, J. Crossan.
Team Race.—The Sergeants of the Regiment beat the Officers.
Diving.—1, Pte. Batchelor; 2, Pte. Bowdler; 3, Pte. Weatherhill.
Inter-Company Race.—Won by "A" Company.
Water Polo.—The K.O.S.B. beat the R.B.A. by three goals to two.
Breast Stroke.—1, L/Cpl. Rosenthal; 2, L/Cpl. Armett.

At the conclusion of the programme, Mrs. Comyn, wife of Lt.-Col. Comyn, C.M.G., D.S.O., gave away the prizes to the successful competitors. Lt.-Col. Comyn congratulated the winners and thanked the guests for their attendance.

HIGHLAND DANCING.

The reel competition which took place in the evening produced some very fine dancing. The programme consisted of five events as follows: Eightsome Reels, Individual Highland Fling, Argyll Broadsword, Highland Fling, (Volunteer Scottish) and Foursome Reel.

Among those present were H. E. the Officer Administering the Government, the Hon. Mr. W. T. Southern, C.M.G., Col. and Mrs. L. J. Comyn, Major Dowbiggin, members of the Government, officers of the Regiment, other Garrison officers, and officers of the Navy with their ladies.

There were 18 entries for the Highland Fling which was danced in pairs. The standard of dancing was high and the judges had a very difficult task. Their decision in favour of L/Cpl. Stokes (first), Bandman Orman (second), and Piper Robertson (third), met with general approval, however.

The Argyll Broadsword was the most picturesque event in which L/Cpl. Young, L/Cpl. Forrest and Pipers Taylor and Howie took part in full regimentals and plaid.

The Highland Fling open to the Scottish Company of the Hong Kong Volunteers, attracted no entries and was abandoned.

Points scored by the various units were:—
H. Q. 183; B. Company, 164; A. Company, 155; C. Company, 145; Machine Gun, Corps, 134.
The Headquarters Wing also won the team competition for the Four-some and Eightsome Reels. The team consisted of Captain Abbott, Sergt. Bruno, Gr. Frame, Bdsman, McFarlane, Bdsman, Orman, L/Cpl. Stokes, and Privates Russell and Marshall, with Piper Blatter.
PRIZE PRESENTATION.
The Hon. Mr. W. T. Southern presented the prizes.

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

On London—		
Bank, wire	2/- ¼	
Bank, on demand	2/- 5/16	
Bank, 30 days' sight	—	
Bank, 4 months' sight	2/- ½	
Credits, 4 months' sight	—	
Documentary 4 months' sight	—	
On Paris—		
On demand	1257½	
Credits, 4 months' sight	—	
On Berlin—		
On demand	—	
On New York—		
On demand	49¾	
Credits, 60 days' sight	—	
On Bombay—		
Wire	135¾	
On demand	135¾	
On Calcutta—		
Wire	135¾	
On demand	135¾	
On Singapore—		
On demand	87½	
On Manila—		
On demand	99	
On Shanghai—		
On demand	76	
30 day's sight (private paper)	—	
On Yokohama—		
On demand	108	
Gold Leaf, 100 fine (per tael)	—	
Sovereigns (Bank's buying rate)		2/1 ½ \$9.55
Silver (per oz.)	27¾	
Bar Silver in Hong Kong		
Chinese Copper Cash nom.		4½ % prem.
Chinese Copper Cents 8 % prem		
Rate of Native Interest		7 % p.a.
Chinese Sub. Coin		30 % dis.
Hong Kong Sub. Coin Par.		

THE SHARE MARKET.

Stock	Hong Kong Stock Exchange
T.T. on London	2/- 1/4
T.T. on Shanghai	70 1/4
Banks	
Hongkong Bank	\$1295 b
do. Lon. Reg.	\$141 1/4 n
Chartered Bank	\$224 n
Mercantile A. & B.	\$236 n
do.	\$241 1/4 n
P. & O. Bank	\$292 n
Bank of East Asia	\$75 b
Insurance	
Canton Insurance	\$635 n
Union Insurance	\$346 n
North China Insurance	\$746 n
Yangtze Insurance	\$50 b
China Underwriters	\$24 b
China Fire Insurance	\$245 b
H.K. Fire Insurance	\$780 b
Shipping	
Douglas	\$384 b
H.K. Steamships	\$27 n
H.K. Tugs & Lighters	\$2 n
Indo-China (Prod.)	\$35 n
do. (Def.)	\$70 n
Shell Transport	\$100 n
Water-borne	\$204 b 20 1/2
Mining	
Benguet	\$1 1/4 b
Kailan Mining Ad.	\$67- b
Langkate (Combined)	\$11 b
do. (Single)	\$34 n
Shanghai Explorations	\$245 n
Shanghai Loans	\$73 n
Rauha	\$440 n
Tronoh Mines	\$170 n
Docks, Wharves, Godowns, &c.	
H.K. & S. Wharves	\$138 1/4 s
H.K. & W. Docks	\$40 s
China Providents	\$490 b 5 10 s
Hongkows	\$156 n
New Engineering	\$5 n
Shanghai Docks	\$100 n
Public Utilities	
Ewo Cottons	\$8.80 n
Oriental Cottons	\$2 1/2 n
Shai Cottons (Old)	\$6 1/2 n
do. (New)	\$27 1/2 n
Lands, Hotels & Bldgs.	
H.K. & S. Hotels	\$8.90 n
Hongkong Lands	\$854 b x Div.
Shanghai Lands	\$138 n
Humphreys Estates	\$14.85 b
Hongkong Realities	\$74 n
Prince's Building	
Public Utilities	—
H.K. Tramways	\$244 b
Peak Trams (old)	\$13 b
do. (new)	\$8 s
Star Ferries	\$84 s
China Lights (comb.)	
do. (old)	\$11.60 n
do. (new)	\$11.55 n
do. 1928 issue	\$104 b
H.K. Electric	\$484 s
Electric (new)	
Macro Electric	\$474 s
H.K. Telephone	\$264 b
H.K. Buses	\$104 b
Singapore Traction	\$104 b
do. Prof.	\$176 b
Industrials	
Saina Sugars	\$24 n
Macabon Sugars	\$34 n
Canton Ice	\$3.70 n
Cements (comb.)	\$9 b 9 1/2 s
do. (old)	
do. (new)	\$9 s
H.K. Ropes (old)	\$80 n
do. (new)	\$84 n
United	\$34 n
Dairy, etc.	
Dairy	\$21.00 n
Watsons	\$144 n
Der A. Wines	\$50 cts. n
Isane, Crayons	\$24 n
Macintosh	\$20 n
Singapore	\$3 n
Wm. Pow	\$3 n
Miscellaneous	
H.K. Amusement	\$204 s
H.K. Constructions	\$14 s
R. Ind. G. Bldg.	\$35 n
H. K. Govt.	6 % Prem. b



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THE MOTORISTS' PAGE

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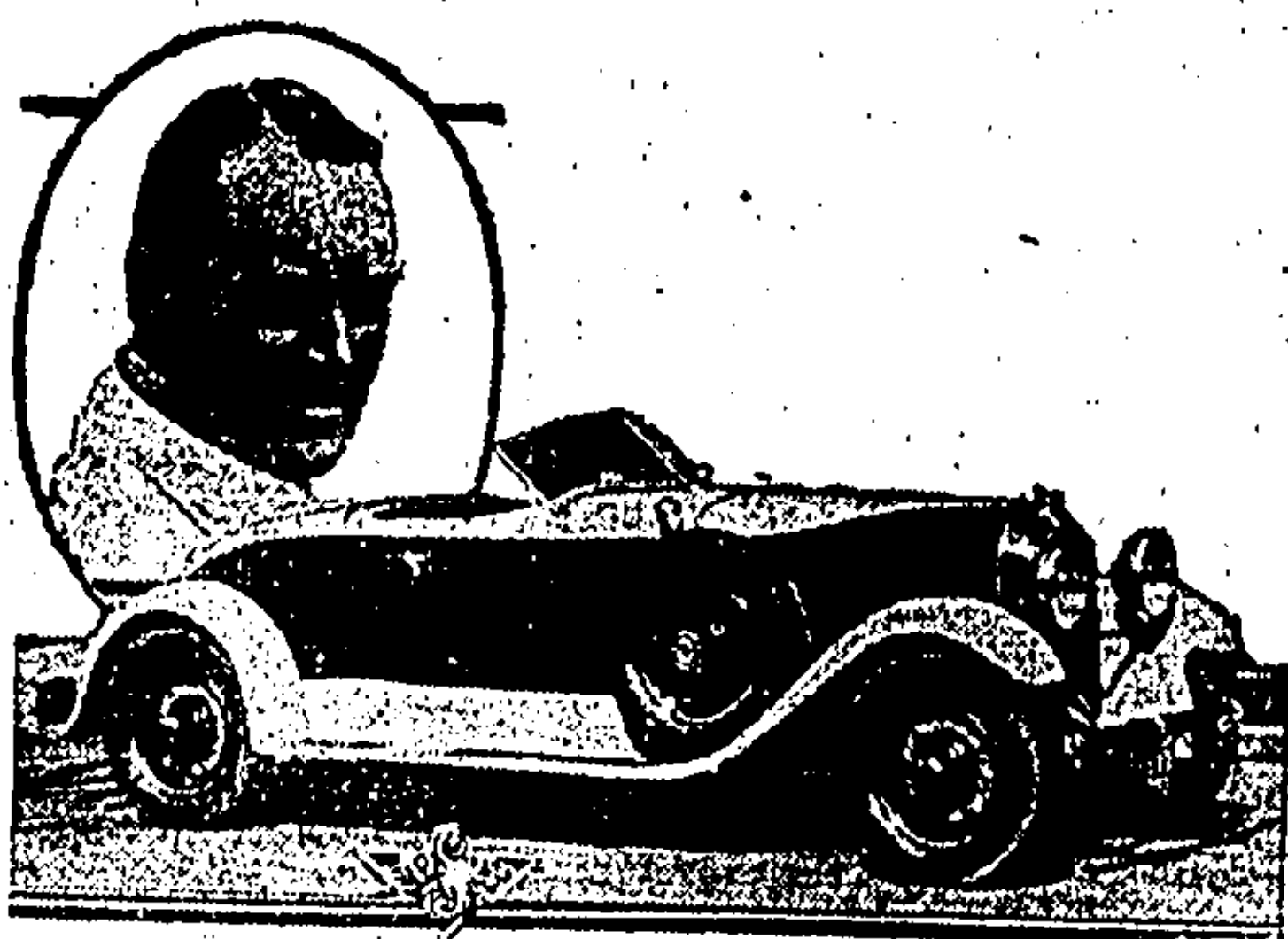
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the car, his feet left the accelerator and brakes, and the thirty-five-miles-an-hour wind blew his racing goggles across his eyes making it practically impossible for him to see. With the greatest presence of mind and with such deliberation that he seemed unconscious of his immediate peril, Captain Campbell put one hand on the wheel and with the other adjusted his goggles, after which he gained complete mastery of the car again.

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at that same racing event, Captain Campbell experienced a mighty thrill when he saw an Auburn speedster No. 115, taken straight from stock, travel 104.31 miles per hour. This, it developed, was a phenomenal run for a stock car, and Captain Campbell was so impressed that he immediately started negotiations with the Auburn Automobile Company which terminated in his placing a contract for a special No. 115 Speedster. He expects to use this in racing, hill climbing, and other special contests. The firm of Malcolm Campbell Ltd., has arranged to distribute Auburn cars in England.

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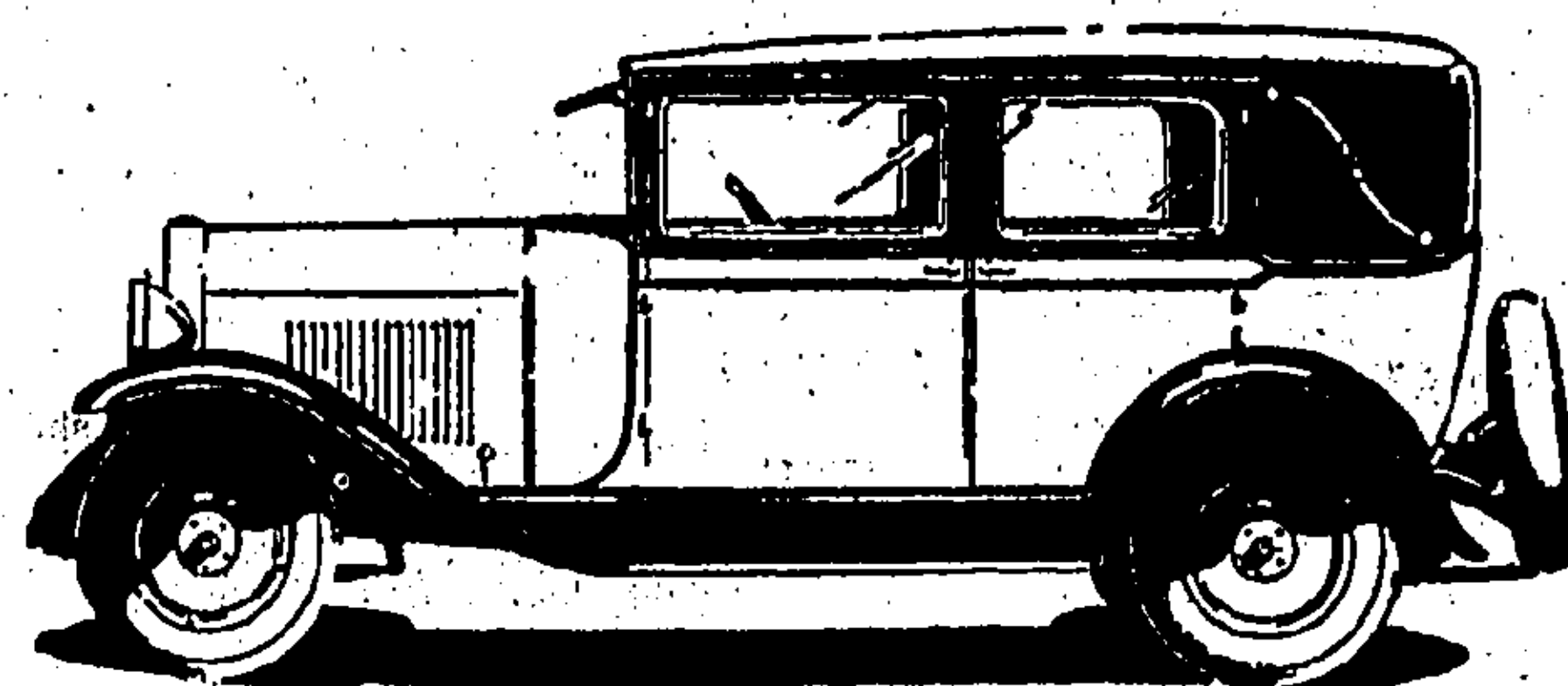
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MORRIS—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road. C.4759.

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THE FUTURE CAR.

NEW IDEAS BORN ON RACE
TRACK.

HOME PERFORMANCES

Motor racing at home is increasing in both extent and scope. At Brooklands, where the periodic race meetings have always drawn a large band of enthusiastic spectators, an event for women drivers has been organised—to be held at an evening meeting, which is also an innovation in itself. It was to be followed a few days later by the first programme of car races on a "dirt" track, while all over the country new motor clubs are being formed, their main object being to organise speed and reliability trials among their members.

Far more important than any of these there is the great International Tourist Trophy race for prizes presented by The "Daily Mail" to be run in Ulster over a 13½ miles course near Belfast on August 18. The six great motor-making countries of the world are entering their fastest cars—they all have to be standard models, not special racers—and the struggle for supremacy is bound to raise extraordinary interest.

Use of Racing Cars.

This boom in racing is an excellent thing, of far more enduring value than the mere provision of an afternoon's sport for some thousands of spectators. Every owner-driver owes much of his comfort and pleasure to racing. For revealing weak points in engine, transmission, frame, brakes and springs, no factory test can approach it. Even so relatively small a point as the most comfortable driving position is the direct outcome of racing experience, and many revolutionary changes that eventually find their way into design of standard passenger cars are born on the race track.

This process is at work to-day. Front-wheel drive and super-charged engines have both shown their worth in racing practice. One enterprising British firm, with considerable track experience, has just brought out a standard sports car with front-wheel drive. It is not unlikely that a few years hence any car that is "pushed" by its rear wheels, instead of pulled by its front pair will be deemed old-fashioned.

60-MILE LAW.

MICHIGAN REGULATION
PRAISED.

TRAFFIC MOVES FASTER.

Michigan's new traffic law, fixing the speed limit at miles an hour, which attracted national attention at its passage, has been in effect several months, and the figures show no change in the average number of accidents and arrests. While mishaps and fatalities have not increased, traffic has speeded up so materially that the roads are far less congested and the time between points has been greatly decreased.

A study of present traffic conditions was made by Earle C. Anthony, president of the company of that name which distributes the Packard six and eight in California, during his stay at the Packard factory in Detroit, while on an extended tour of the East from which he has just returned.

Less Peril.

"Several trips over the most heavily travelled highways," says Anthony, "and discussions of the new system with a large number of persons, bore out the assertions of the Michigan State police that there will be a great improvement when drivers learn to give greater respect to extreme hazards of the road. Both State police and garage men say the higher speeds are taking a toll of cars. Antiquated small machines are cracking under the strain of trying to keep up with their modern more powerful brethren of the road."

"At the office of Commissioner Olander, head of the State police department, in Lansing, we found that State troopers are enthusiastic over the highway the new law is working out. We learned also that accidents and arrests have remained unchanged in average numbers. The troopers are finding that arrests are made easier for them, because reckless driving provisions of the new statute are so plainly set forth that they have far less trouble in court than formerly."

"We made several trips in a Packard eight for first-hand study and a point was noted on a trip to Grand Rapids which indicates that truck drivers are more alert and more courteous toward traffic following them. Several times the Packard came up behind giant trucks, and without the horn being sounded, the drivers waved us around when the road was clear ahead."

FIAT MOTOR.

IN RECORD BREAKING
PLANE.

DURATION FLIGHT.

The record for duration of flight for aeroplanes on a closed circuit, set up last March by Stinson and Haldeman at Jacksonville (Florida) with a tinson-Detroit monoplane which flew for 53 hours 38' 30" continuously, was brilliantly beaten on June 2 by Ferrarin and Del Prete who made a continuous flight of 58 hours 35 minutes on an S. I. A. I. Marchetti S. 84 aeroplane powered by a Fiat A. 22 T. engine of 550 HP.

It is worthy of note that in this case the aeroplane used was not a standard model adapted for long continuous flight which usually means that all available space is taken up by petrol and oil tanks, leaving the pilots to settle themselves as best they can to the lengthy ordeal, but was a machine rationally designed for long non-stop flights and fitted with every commodity which would tend to make the exceptionally long occupancy of the machine as comfortable as possible for the crew.

This arrangement was the outcome of a close collaboration between the pilots and the builders of the plane and of the engine. If the due account is taken of the fact that in order to ensure the utmost reliability of flight a whole series of instruments, including a radio apparatus, had to be installed on board, and that even a small bunk for rest between turns was provided for the pilots, it will be readily understood that the fuel consumption of the engine had to be kept down to the lowest limits. This was done without having to make use of a specially built engine.

The Fiat A. 22 T. engine is none other than the standard production A. 22 engine, slightly modified so as

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to secure a lower petrol and oil consumption without in any way sacrificing its power output, which power was necessary to raise the plane rapidly and surely, as the total weight of the machine was 6550 kg. (approximately 6 tons 8 cwt. 2 lbs. 13 lbs.). The same engine had previously been given a brake test of 104 consecutive hours without a single stop and gave off the same power at the end of the test as at the commencement.

Besides the duration of flight record, this exploit also breaks the existing record for the longest distance ever flown on a closed circuit by over 3,000 kilometres (about 1875 miles, formerly held by the German Ristler and Edsard with 4660 km. (about 2912 miles) since

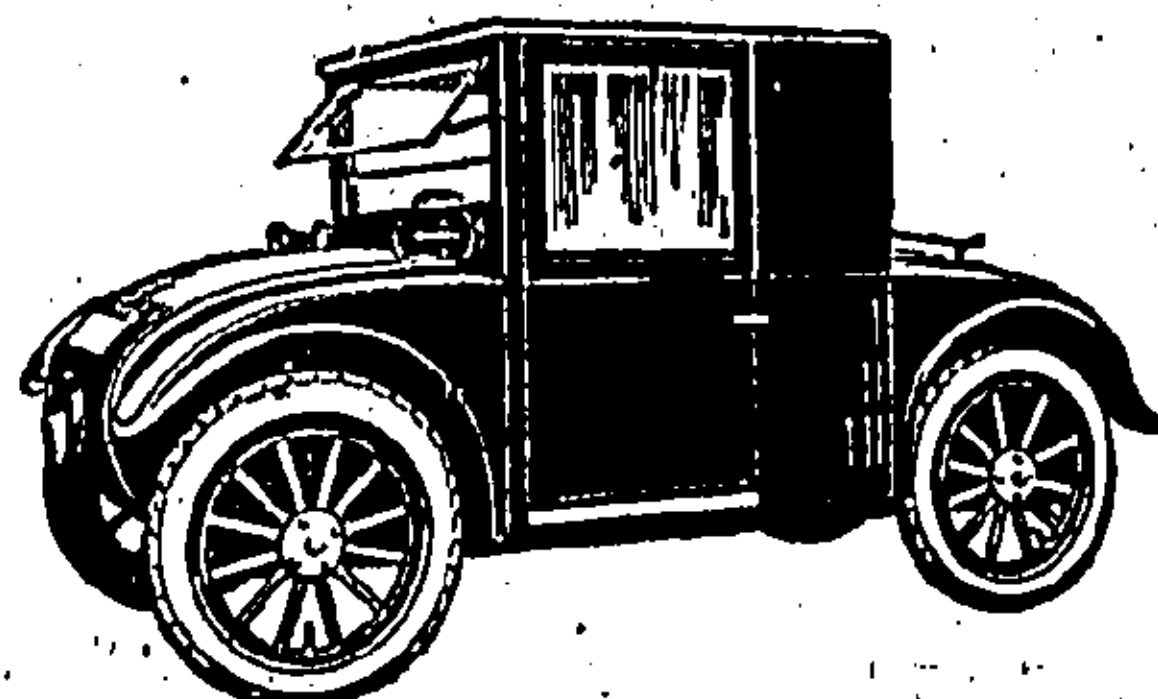
August 1927 as Ferrarin and Del Prete covered 7800 km. (4875 miles).

It is also interesting to note that the distance covered by the two pilots is greater than that covered by Chamberlin and Levine in their New York-Elisabeth flight, which presents the record for a straight line flight, 6294 km. (approximately 3913 miles).

Out of four recent world records, speed, altitude, duration and distance, three go to the credit of Fiat aeroplanes, for besides the two records just won by Ferrarin and Del Prete, the world's speed record made at Venice on March 30 last by De Bernardi of 512.716 km. per hour was also made with a Fiat A. S. 8 engine.

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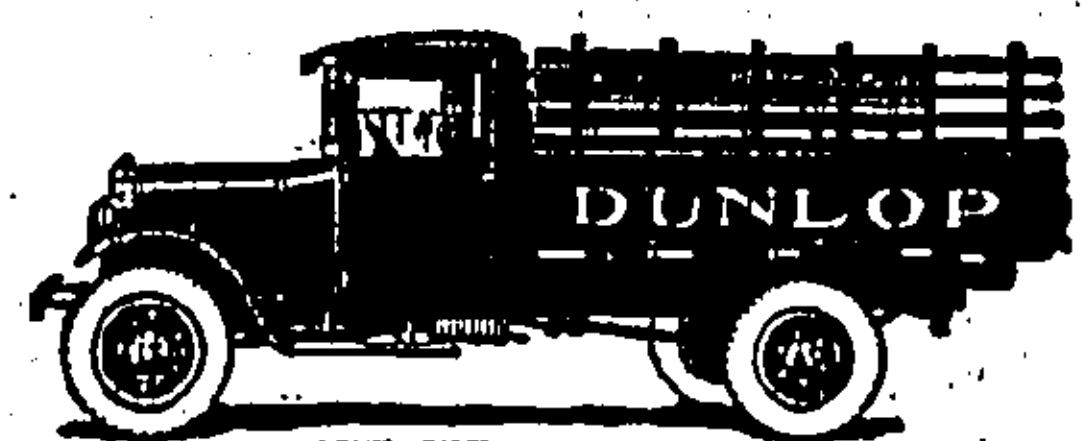
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SOOT AND TYRES.

IT MAKES THEM
STRONG.

Plain, every-day soot, similar to that which used to gather on lamp chimneys, plays an important part in the wearing qualities of tyres, according to engineers of the Goodyear Tyre and Rubber Co.

Carbon black, a very light powdery material, has become one of the most important compounds used in tyre construction. There is an interesting story behind the use of this material in the industry.

Before the World War, Zinc oxide was used in large quantities to strengthen rubber, adding miles to the life of the tyre by increasing its resistance to abrasive wear, adding to its tensile strength and toughness. Lamp black and gas black were used but in small quantities, and chiefly as a colouring agent.

However, during the war, with the munitions plants using more and more zinc oxide, its use by tyre manufacturers was restricted and a substitute. They began experimenting with carbon black and found that it would do most of the things zinc oxide would do and had about one-third the weight.

While zinc oxide came back after the war and is still widely used, it never displaced the carbon black.

Engineers explain that carbon black is a pigment obtained through the incomplete combustion of natural gas. It has a

specific gravity of 1.75, as compared to 5.7 for zinc oxide.

Carbon black is the finest of any pigment "filler" used in tyre manufacturing. Of all the solid substances employed by man in the arts, carbon black is said to furnish the nearest approach to the atom itself. The particles forming carbon black are so minute that even with the finest microscope a separate particle cannot be seen.

Vast quantities of gas, especially in some of the newer fields of Texas, which formerly performed no economical function, are now utilised to assure the rubber industry an ample supply of carbon black at a reasonable cost.

Miller-Tires

GEARED TO THE ROAD



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ON TOURING.

CHEAPER FOREIGN
FACILITIES.

NEW ARRANGEMENTS.

(By John Prioleau.)

The recent announcement of a new service of car cross-Channel transport by Townsend Brothers, Ltd., at reasonable rates is of real importance to all owners who wish, as is only natural, to take their holidays on the open road. The charges made by the railway companies have, since the war, been very high, and there is little doubt that a large number of people have been deterred from taking their cars to France by that bill of between £10 and £25 for the double journey.

That these freight-rates have been too heavy has recently been plainly shown by the action of the Zealand S.S. Co. in offering to take 25-cwt. cars from Harwich to Flushing at the charge of £5. The new scheme is even more reasonable, the charge for 9-ft. wheelbase cars being £4 15s. return, Dover to Calais, and it is to be hoped that it will lead the railway companies to make a reduction. To charge for a voyage occupying about seven hours the price of a first-class ticket to the South of France, a journey of 850 miles, is, to say the least, excessive.

Financial considerations apart, it is an excellent thing that the man of moderate means is being thus encouraged to tour abroad. Naturally, this is not said in any disagreement of home cruising grounds. There are no countries in the world better for touring than England, Scotland, Ireland, and Wales. But the roads in them are already congested and in the official holiday months, July and August, things are likely to be worse than ever, and anything which tends to lessen the pressure is to be welcomed. It is not only that the roads themselves are uncomfortably crowded during the day, but that the problem of securing decent hotel accommodation when on tour becomes yearly more acute. The bringing of foreign motor touring within reach of the average pocket should make things easier both for stay-at-homes and those who cross the Channel.

TOURING IN FRANCE.

There are few more delightful adventures for the motorist than foreign touring, whether it be his first trip or his fiftieth. Generally speaking, cruising abroad has a charm which never fails. One may get tired of the road from Boulogne to Paris or any other worn highway of the kind just as one has to learn to become inured to the hideous boredom of the Bath-road to Maidenhead, but that is merely a preliminary to the great adventure itself and no real part of it.

Touring in France has one great advantage, which will be specially appreciated by the novice at the game, in the comparative emptiness of the roads. Except near Paris and one or two fashionable resorts like the Riviera or Aix les Bains, one practically never sees those depressing processions of cars, each striving to get away from the other to enjoy a little peace and quietness. There is room for everybody on most of the French roads, and as soon as the houses are left behind one almost gets back that comfortable pre-war feeling of solitude.

The dull parts of the plateau of France, round about Orleans and Chartres, become positively attractive to English motorists whose driving at home in the summer on fine days is made up so largely of gear-changing, brake application, and horn-sounding. Another very pleasant feature of French motoring is the high standard of driving and road courtesy displayed by practically every private driver. A good French driver is almost invariably a fast driver, but it is the exception to find him dangerous. In ticklish situations or on tricky roads he is the soul of caution and commonsense. He may, and frequently does, fog his car along at what seems to be a perfectly destructive speed for hours on end, but it is his car alone which is the sufferer.

HOME OF THE MECHANIC.

The roads of France are also naturally much safer than those at home. It was remarked in the House of Commons the other day that English roads were the worst in the world. What the speaker meant was that in spite of their superb surface and the forest of warning signs, their narrowness and twisting made them the most dangerous. There is certainly no doubt that, provided the road surface is decent, driving a car in France is far less tiring than at home. Yet to make their first cruise abroad it

TRUCK OWNER.

EXPLAINS CHOICE OF
CHEVROLET.

PROBLEMS IN NORTH

"I bought my Chevrolets after examining every low cost car in the market," said a prominent Filipino truck owner in the Ilocos provinces, "on account of the value built into it."

"I had been operating heavy trucks and large cars for some time and with my competitors believed that light, low-cost trucks and cars would not stand the work."

"Our problem in the Ilocano provinces is manifold, or, I might better say, our problems are manifold. We are faced with heavy loads of both freight and passengers. Distances are great, which means long hauls. Our rivers are large, and wide, and in the time of high water, swift. Their crossing is effected by means of rafts and the approaches are often very difficult. In addition we have quite a lot of hills with very steep grades in many cases."

First Thought.

"These factors all led me to decide that only high priced heavy trucks and cars would suit our purposes and I was inclined to believe that I had an edge on those of my competitors who purchased Chevrolet trucks. However, I was interested and made up my mind to study their operations with great care."

"My first thought was that of business volume and I accordingly gave that matter considerable time at first, until at last I became thoroughly convinced that in this respect the Chevrolet trucks were yielding greater returns on the money invested than were my large trucks."

"My trucks had cost me from eight thousand to ten thousand five hundred pesos each. They carried from thirty to thirty-five passengers each. My competitors' Chevrolet trucks cost at that time sixteen hundred and fifty pesos each and carried either twenty or twenty-two passengers. Had we all been able to get full loads on each trip my gross income would have been greater per truck than theirs, but I found that on many occasions my trucks were leaving the terminals with only partial loads for which I could just as easily have utilised a smaller truck. In other words I was using a larger truck that cost me approximately ten thousand pesos, and that used more gas and oil than a smaller truck to carry a load that brought me in fares exactly the same amount as my competitors collected on a low priced truck that used less gas and oil. Clearly here I was being beaten but still I was not convinced."

Higher Toll.

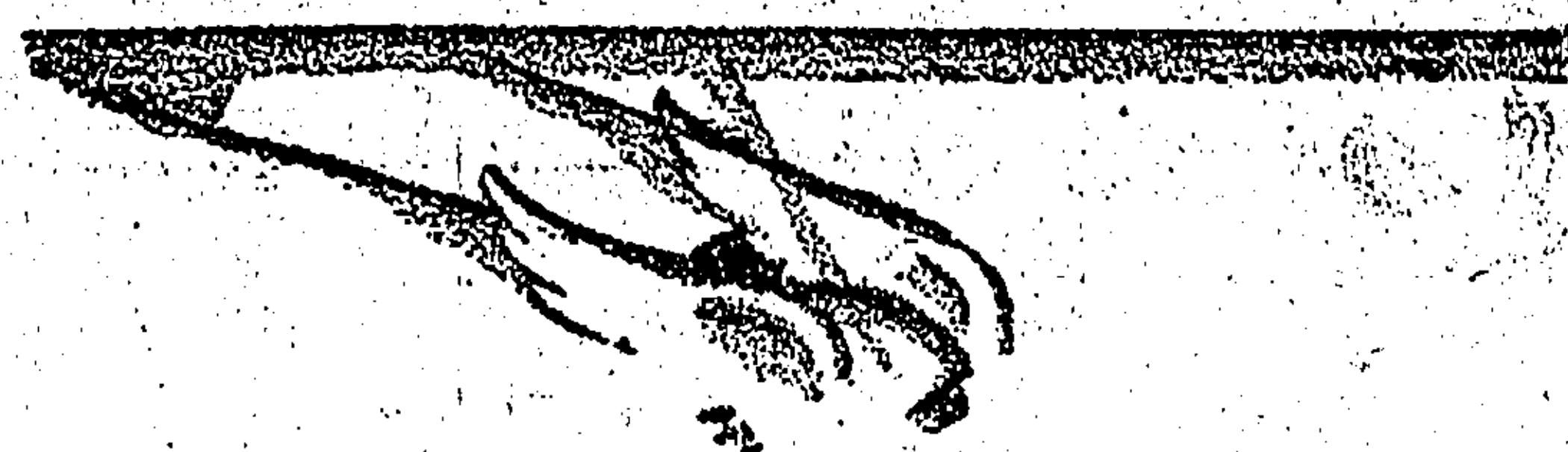
"However, I could not escape the fact that for the same amount of money I could have had six Chevrolet trucks running on the road with an attendant increased income."

"I also found that the public were just as comfortable in the Chevrolet trucks as in mine and that they arrived at their destinations in exactly the same time."

"Then again I found that my trucks were paying a higher toll on the ferries than were the Chevrolet trucks, and, in addition, I paid a much higher registration fee than did the Chevrolet owners."

would be as well to mention that France is, above all, the home of the natural motor mechanic. It would be difficult to find any village in France which does not possess at least one perfectly capable repairer, full of enthusiasm, and only too anxious to work at lightning speed until the job in hand is finished. I have always found in a good many years' experience that repair charges outside big cities are extraordinarily moderate and—in a good hour be it spoken—the work has invariably been admirably done. Perhaps this is one of the reasons why the Frenchman with a small car so infamously maltreats it. He knows that, in the event of a breakdown, practical and swift help is never far away.

By an odd coincidence a book has reached me for review with which the newcomer to foreign touring would do well to arm himself before he sets out. This is "The Motorists' Reference and Year-Book," published by A. and C. Black. It is a very successful attempt to deal with what may be called the whole art and practice of motoring in a single volume. From cover to cover it is packed with indispensable information, clearly and concisely put; every ailment of the motor car, every aspect of its possession and use, is extremely ably dealt with; and its international value lies largely in an excellent dictionary of technical terms in five languages.—"The Observer."



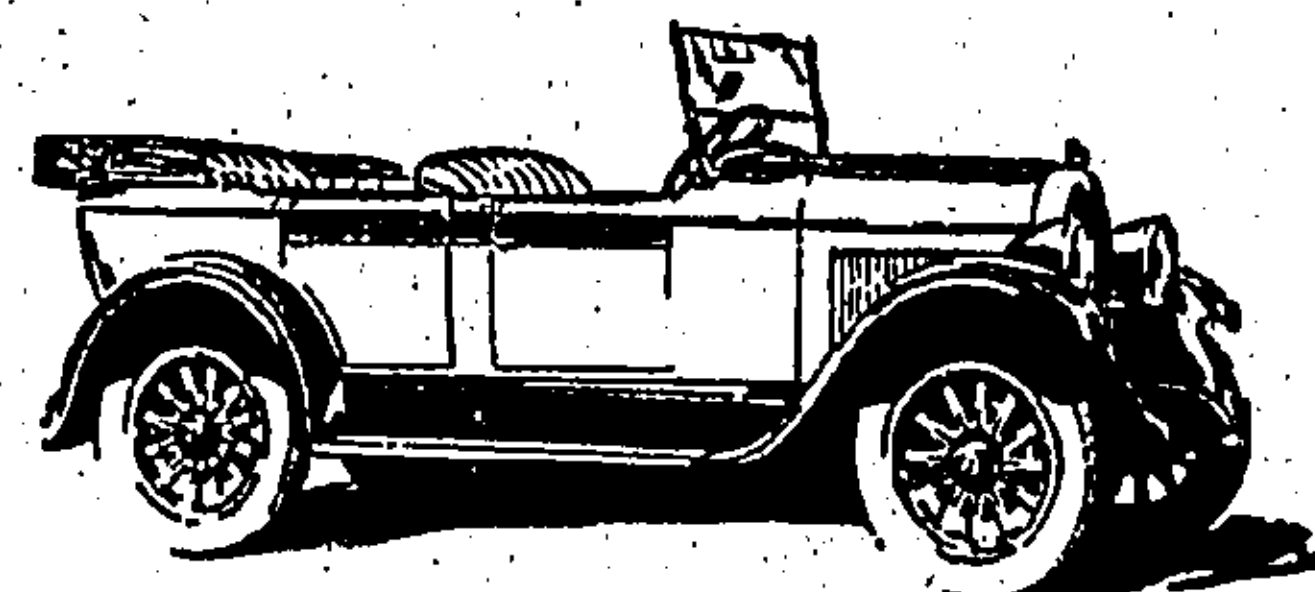
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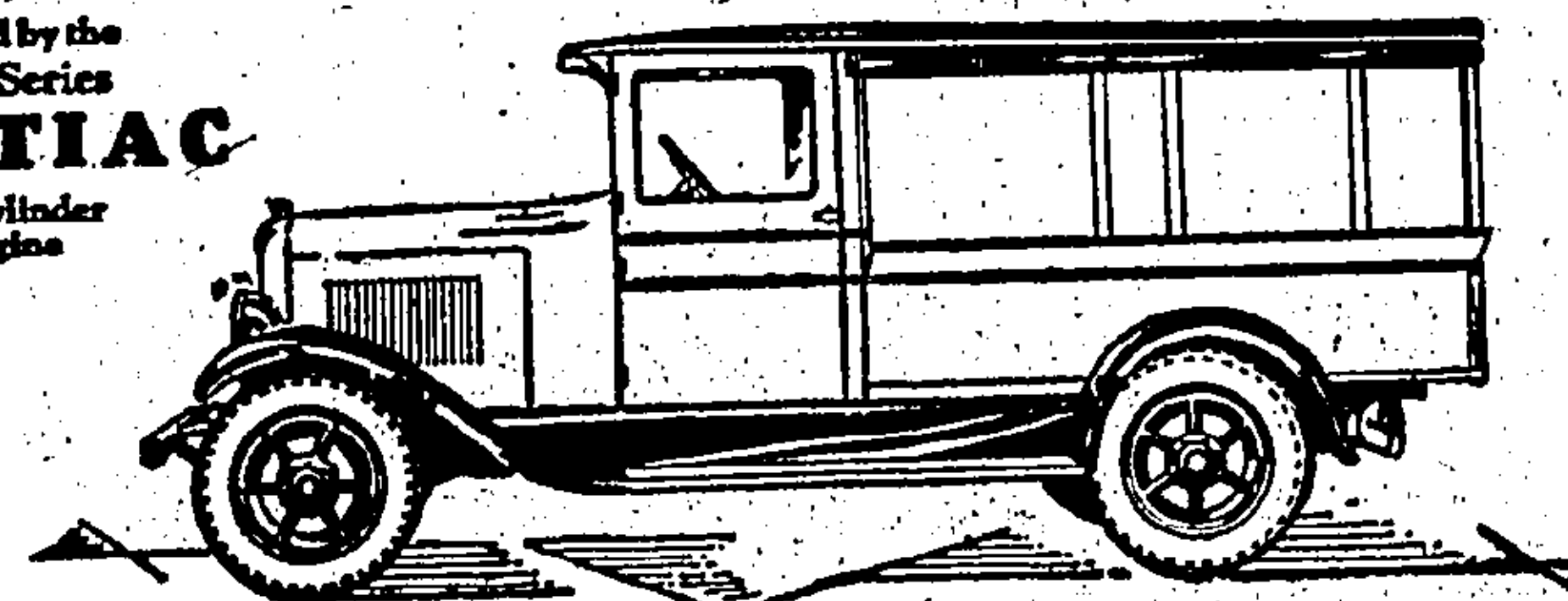
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Seven Ton - \$1795

Eight Ton - \$1895

Nine Ton - \$1995

Ten Ton - \$2095

Eleven Ton - \$2195

Twelve Ton - \$2295

Thirteen Ton - \$2395

Fourteen Ton - \$2495

Fifteen Ton - \$2595

Sixteen Ton - \$2695

Seventeen Ton - \$2795

Eighteen Ton - \$2895

Nineteen Ton - \$2995

Twenty Ton - \$3095

Twenty-one Ton - \$3195

Twenty-two Ton - \$3295

Twenty-three Ton - \$3395

Twenty-four Ton - \$3495

Twenty-five Ton - \$3595

Twenty-six Ton - \$3695

Twenty-seven Ton - \$3795

Twenty-eight Ton - \$3895

Twenty-nine Ton - \$3995

Thirty Ton - \$4095

Thirty-one Ton - \$4195

Thirty-two Ton - \$4295

Thirty-three Ton - \$4395

Thirty-four Ton - \$4495

Thirty-five Ton - \$4595

Thirty-six Ton - \$4695

Thirty-seven Ton - \$4795

Thirty-eight Ton - \$4895

Thirty-nine Ton - \$4995

Forty Ton - \$5095

Forty-one Ton - \$5195

Forty-two Ton - \$5295

Forty-three Ton - \$5395

Forty-four Ton - \$5495

Forty-five Ton - \$5595

Forty-six Ton - \$5695

Forty-seven Ton - \$5795

Forty-eight Ton - \$5895

Forty-nine Ton - \$5995

Fifty Ton - \$6095

Fifty-one Ton - \$6195

Fifty-two Ton - \$6295

Fifty-three Ton - \$6395

Fifty-four Ton - \$6495

Fifty-five Ton - \$6595

Fifty-six Ton - \$6695

Fifty-seven Ton - \$6795

Fifty-eight Ton - \$6895

Fifty-nine Ton - \$6995

Sixty Ton - \$7095

Sixty-one Ton - \$7195

Sixty-two Ton - \$7295

Sixty-three Ton - \$7395

Sixty-four Ton - \$7495

Sixty-five Ton - \$7595

Sixty-six Ton - \$7695

Sixty-seven Ton - \$7795

Sixty-eight Ton - \$7895

Sixty-nine Ton - \$7995

Seventy Ton - \$8095

Seventy-one Ton - \$8195

Seventy-two Ton - \$8295

Seventy-three Ton - \$8395

Seventy-four Ton - \$8495

Seventy-five Ton - \$8595

Seventy-six Ton - \$8695

Seventy-seven Ton - \$8795

Seventy-eight Ton - \$8895

Seventy-nine Ton - \$8995

Eighty Ton - \$9095

Eighty-one Ton - \$9195

Eighty-two Ton - \$9295

Eighty-three Ton - \$9395

Eighty-four Ton - \$9495

Eighty-five Ton - \$9595

Eighty-six Ton - \$9695

Eighty-seven Ton - \$9795

Eighty-eight Ton - \$9895

Eighty-nine Ton - \$9995

Ninety Ton - \$10095

Ninety-one Ton - \$10195

Ninety-two Ton - \$10295

Ninety-three Ton - \$10395

Ninety-four Ton - \$10495

Ninety-five Ton - \$10595

Ninety-six Ton - \$10695

Ninety-seven Ton - \$10795

Ninety-eight Ton - \$10895

Ninety-nine Ton - \$10995

One Hundred Ton - \$11095

One Hundred and one Ton - \$11195

One Hundred and two Ton - \$11295

One Hundred and three Ton - \$11395

One Hundred and four Ton - \$11495

One Hundred and five Ton - \$11595

One Hundred and six Ton - \$11695

One Hundred and seven Ton - \$11795

One Hundred and eight Ton - \$11895

One Hundred and nine Ton - \$11995

One Hundred and ten Ton - \$12095

One Hundred and eleven Ton - \$12195

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One Hundred and thirteen Ton - \$12395

One Hundred and fourteen Ton - \$12495

One Hundred and fifteen Ton - \$12595

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GREATER SPEED.

TO SOLVE ROAD PROBLEMS.

TRAFFIC CONGESTION.

[By Walton Schmidt, Field Representative, National Automobile Chamber of Commerce, N.Y.]

With an ever increasing number of motor vehicles, the city of Manila is coming face to face with the problem of traffic congestion. Since the coming of the motor car the average income is larger because of the time saved in getting about, for properly used, time is certainly money. Traffic congestion means loss of time and money.

Many failures to cope with traffic occur because officials think in terms of repressive measures rather than measures which aim to help the purpose of traffic.

The aim of traffic facilities and regulation is to move persons, vehicles and freight MORE CONVENIENTLY, MORE SAFELY and above all, MORE RAPIDLY.

The problem of congestion on Manila streets and the main arteries of traffic to and from metropolitan centres is one which will become increasingly important here as you increase the number of motor cars in use.

Speed Regulation.

A failure to meet the growing traffic difficulties squarely and effectively brings all manner of problems in its wake. All the commercial business of a community is adjusted to a certain time element. It is predicted on the assumption that certain acts can be consummated in a certain period of time. Internal transportation over the streets plays a substantial part in this time factor, varying in importance with various enterprises.

And that brings us to the question of speed regulation. With 23,000,000 automobiles on our roads we had to speed up traffic in America.

Average operating speed is gradually being raised all over the United States. The tendency in practically all American cities is toward a greater liberality in speed control. While many of the local traffic codes retain antiquated rules specifying speeds absurdly low, or are controlled by unnecessarily restrictive state regulations, enforcement has generally been sufficiently liberal to permit adequate speed of movement. And by constant effort both municipal and state speed regulations are fast being brought into line with present conditions.

We have found that most accidents do not happen because of the fast driving but because of the wrong place or time. In other words they are caused by recklessness. Some states like Michigan have repealed all speed limits but increased penalties for recklessness. In some states you are fined if you drive less than half the maximum speed limit. In at least ten states, automobile speed limits were raised by legislative action as well as in open country.

IN BURMA HILLS.

MOTORIST KEEPS TIGERS OFF.

WITH FLY PAPERS!

The first man to go through Burma by motor car, Francis Birtles, the intrepid Australian explorer who is crossing the world from London to Melbourne in a 14 h.p. Buick, gives some amusing impressions of his exploits in an interview at Rangoon.

"Once in the Persian hills," he said, "when I was snowed up for half a day, Dacoit brigands came charging down from the mountains, eyed my blankets and my spare Dunlops, and made off with the blankets. I'd rather they'd stolen a tyre, for I haven't had a puncture yet and with several feet of snow on the ground blankets are a lot more useful than the best tyre ever made."

"It was impossible to follow the Dacoits through the snow. I was unarmed on principle, for a Dacoit will kill you at once for any firearms you've got, so I had to drive on all night to keep myself from sleeping and freezing to death. Dacoits are disagreeable compared with blacks whom I know from A to Z. The Afghan is fierce and the Persian is polite. But their bullets all hit the same."

"I don't mind tigers. Coming through Burma I have kept the tigers off with fly-papers. I spread a dozen fly-papers round my camp at night and turn in quite peacefully, for the tiger is an animal of dignity and no dignified creature would dare to face a human being after squinting down upon a sticky fly-paper."

"A knowledge of psychology, you see," Mr. Birtles concluded with a twinkle in his eye, "is indispensable to the pioneer."

MOTOR-CYCLE TRIAL.

PREVIOUS WINNER AGAIN SUCCESSFUL.

AT SINGAPORE.

Triumphs, B.S.A.s and New Hudsons, shared the honours in the motor-cycle reliability trial organised by the Singapore Automobile Club. The dry weather proved of great assistance to the competitors in the colonial sections, making them fairly easy going even for novice riders. A little rain would have made the course far more difficult, but since riders in this part of the world do not receive the assistance from makers that is tendered at home and consequently would have to pay for any damage out of their own pockets, that was just as well.

Starting from Orchard Road, the route led through Alexandra Road and the first difficult section was encountered at the 4 1/2 mile stone. Beyond the fact that the surface of the road was uneven and the road as hilly as any found in Singapore, there was nothing in the section to bother the riders. Small 2 1/2 h.p. machines found little difficulty in mounting these obstacles, even though a change down to bottom gear was sometimes enforced. Several of the competitors mounted on small machines seemed loath to use their intermediate gears and the consequence was that they had almost stopped when they changed down. There were one or two had to use their feet to retain their balance.

The course then followed the West Coast Road, Chua Chu Kang Road, Bukit Timah Road, Mandal Road, Seletar Road and Yio Chu Kang Road. The competitors were then sent out to Changi and back through Siglap to the start. Over 60 competitors took part.

TRIUMPH SUCCESS.

H. A. Siddons, riding a 494 c.c. Triumph won the S.A.C. cup, losing only one mark out of a 100. He has been successful in previous trials.

The standard of riding was extremely good, and nearly half the competitors retained eighty per cent. of the total points. Checking and other duties were performed by 65 officials, and the event was organised by the competitions sub-committee of the Singapore Automobile Club, which comprises Messrs. Petrie, Cameron, and Holiday. Mr. H. J. Ferguson, chairman of the Club, was in charge of the starting and finishing times. So far as is known there was only one accident, a competitor colliding with a car on the Ulu Pandan road. He was taken to hospital, but his injuries were not serious. The upcountry riders, who numbered six, did not do too well, but Loke Yik Fui, of Kuala Lumpur, who won the 1926 trial, was fifth with 96 points, and his team companion, also gave a good exhibition. The performance of Purvis, an experienced rider who has competed in A.C.U. and Scottish Six-Day trials at home, was extremely good in the rough sections. Rex Duncan, an upcountry competitor with a home reputation, had to retire in the third colonial section with a seized engine. G. V. Neubronner did well to win the S.V.C. Motor-Cycle Platoon trophy with 97 points. The starting test, which was a new feature, gave little trouble to most competitors, and only lost the maximum of five marks. A word of praise is due to the Boy Scouts who assisted competitors in keeping to the course.

The results were as follow:—S.A.C. Cup (and replica): 1 H. A. Siddons (494 c.c. Triumph) 99 marks; 2 Tie between P. B. Purvis (490 c.c. New Hudson) and A. W. H. Walker (490 c.c. Triumph) 98 marks.

Colonial Section Cup: P. B. Purvis.

S.V.C. Motor Cycle Platoon Cup (for best performance of a member): G. V. Neubronner.

Team Prize: B.S.A. team (No. 2), F. A. Jones, D. A. Martia, T. L. Tan and W. E. Meyer.

The following obtained silver medals:—

G. V. Neubronner (349 c.c. A.J.S.) 97 points.

E. Greig (277 c.c. Triumph) 96 points.

Loke Yik Fui (349 c.c. B.S.A.) 96 points.

Lee Soon Lee (349 c.c. B.S.A.) 96 points.

D. A. Martia (249 c.c. B.S.A.) 95 points.

C. R. Koek (348 c.c. Douglas) 94 points.

A. T. Hunter (349 c.c. A. J. S.) 94 points.

F. A. Jones (349 c.c. B.S.A.) 94 points.

Seah Yang Kang (249 c.c. B.S.A.) 92 points.

G. A. Saunders (348 c.c. Douglas) 90 points.

SAFE BEER.

LOW ALCOHOLIC CONTENT IS NECESSARY.

FOR MOTORISTS.

London.—In view of the vital importance of not impairing the efficient control of the driver of a motor-car, so important in face of the steady and rapid increase in the number of vehicles now on the road and the hot weather, too much thought cannot be given to the nature of the liquid nourishment which can be made available to him.

The recent experiences of the courts of law have indicated clearly that an amount of alcohol far below that necessary to produce even mild symptoms of drunkenness may be fatal to the proper functioning of the driver of a car. Two facts are evident. One is that the vast majority of motorists are not content to drink the so-called "soft drinks" which are generally regarded as containing no alcohol—most frequently very inaccurately.

The bitter taste of the products of hops appeals to most people, and there is no reason whatever why a good beer or lager should not be accessible to motorists at every public-house and hotel on the road, and why it should not possess a very low alcoholic content, low enough to enable the driver to drink two bottles without risk to his capacity to control the machine he is driving.

Water The Best Drink.

The ideal drink for one driving a car is obviously water, and any alcohol should be consumed only when the car has been replaced in the garage. It would appear that it is practically impossible to insist on this counsel of perfection, so that the next best thing is to effect as perfect a compromise as possible.

It is obvious that drivers of cars should abstain totally from spirits or strong drinks while engaged in this form of activity, and should always bear in mind how absolutely necessary it is to possess a brain that can function rapidly and efficiently, since the risks to which they and others are constantly exposed are very great.

There is an immense field open to those caterers who will put on the market such a beer as is here described. Those who were familiar with the beverages so popular in Germany, especially in Munich, know how safely the delicious brews of that country could be drunk in quantities without affecting the mentality of the consumer.

Getting Rid Of Risks.

During the War much of its perfection was diminished, or even destroyed, by the use of chemical substitutes for hops. Whether or not it has been restored to its pristine purity I do not know.

I presume British brewers are quite as capable as the Germans of producing a good, tasty beer made from hops, which will be very attractive to the palate and at the same time possess a sufficiently low alcoholic content.

It will yield an excellent return to the manufacturer because of its popularity. It will also eliminate much risk, much injury, much mortality and much unhappiness, besides affording great freedom from anxiety and danger to our excellent and efficient police force. —Daily Mail.

MORE CAPITALISTS.

THE VIEWS OF MIDLAND LIBERALS.

"We do not want individual capitalists to cease but to make them more popular or universal," said Sir John Pratt at the Midland Liberal Federation Conference at Birmingham, on industrial policy.

The gospel of Messrs. Maxton and Cook, urging the abolition of the capitalist system to benefit the workers was profoundly wrong. Similarly, the Socialist theory of carrying on industry in one model ignored the human factor, and was impracticable. Liberals believed peace and progress could be achieved by co-operation, profit-sharing, and co-partnership.

The conference between Sir Alfred Mond and his associates and the T.U.C. representatives was an encouraging development towards industrial peace. The dividing line was not Toryism, Liberalism, Socialism, and Capitalism, but the mentality of those who believed in conflict as against consultation.

J. Robson (490 c.c. Norton) 87 points.

A. D. Anderson (348 c.c. Sunbeam) 86 points.

T. Legge (249 c.c. Raleigh) 85 points.

R. R. Hempton (249 c.c. B.S.A.) 82 points.

E. H. Tradgold (349 c.c. A.J.S.) 80 points.

CAR EVOLUTION.

INTERESTING LIVERPOOL DEMONSTRATION.

THEN AND NOW.

In the early years of this century several civic leaders and merchant princes of the city of Liverpool decided to keep abreast of the times, by accepting the benefits of the latest scientific and engineering achievement—the motor car. High, ugly, rakish vehicles they undoubtedly were, but they were motor cars—significant of wealth and a lofty rung on the social ladder.

In the spacious Hope-street showroom of Messrs. J. A. Lawton and Co., Ltd., one can see photographs of the first motor cars, together with the names of the distinguished people for whom they were built. Many of these names are of gentlemen, now deceased, who built up some of Merseyside's foremost industries.

One thought of these days of the early automobile when one saw inside the showroom the photographs of the first motor vehicles, and outside a fleet of handsome, high-powered, richly-coloured saloon cars—the 1928 descendant of those portrayed on the photographs. The fleet of Armstrong-Siddeley cars were part of a special display held by Messrs. Lawton and Co., Ltd., and, in connection with which a demonstration of hill climbing topgear work, flexibility, brake work and general all round efficiency of Armstrong-Siddeley cars was held on a four mile course, the centre point of which was Childwall Abbey.

DOWN AND UP.

A poet once wrote verses on the indefinable thrill derived from riding downhill on a bicycle. Possibly when he was creating the poem he had such a gradient as Gateacre Brow in his mind. But the poet did not say anything about ascending some such hill as Gateacre Brow. To have alloyed his thoughts by mentioning the gruelling toil upwards would have probably meant that his poem would never have seen daylight.

In an Armstrong-Siddeley car one can enjoy the upward ride with just the same thrill as the poet derived from riding downhill. This was proved to several people, who had this make of car demonstrated to them. Without a "rumbling start" the fleet of Armstrong-Siddeley cars ascended the hill on top gear, and one could not but be impressed by the ease with which the cars could be handled.

WITHOUT JOLT OR RATTLE.

On the down road the slightest pressure of the brake pedal pulled the car up dead, no grinding and shuddering of brakes, no gradual slowing down, no stuttering fuss—just a sudden stop without jolt or rattle.

The demonstration was not a speed test, but there is no struggle or coaxing needed to make the Armstrong-Siddeley "get a hustle on." A slight touch on the accelerator pedal and the speedometer tells you that if you are so minded you can violate with ease all the speed laws ever made. A great point in favour of the Armstrong-Siddeley cars is that by looking out of the window one can hardly realise the speed at which the car is moving; all the 1928 models are the last word in roomy comfort.

Some of the qualifications of Armstrong-Siddeley cars make interesting reading to motorists and prospective motorists alike. Perhaps the main feature is that with this make of car the dirty, oily jobs with which one in the old days associated a motor car are past and gone, never to return. The central chassis lubrication system is a triumph in the motor world—and Armstrong-Siddeley cars are in this direction unsurpassed by any of their competitors. Think of the ordinary car, how you go round with a can or pump and find it quite simple until the inaccessible parts are reached. There lies a trouble, an ordeal. On the Armstrong-Siddeley car you sit in the driver's seat and with your feet press down a pedal and the whole car is lubricated, without dirt and with the minimum of time and trouble. Another important innovation is an automatic ignition control, by means of which petrol is economised, the engine runs more sweetly, and better climbing acceleration and speed are obtainable.

A grouping of the instruments and their illumination by concealed lighting is another commendable innovation on this season's models.

SIMPLICITY APPEALS.

In conversation with a representative of "The Journal of Commerce" a proud and pleased Armstrong-Siddeley owner-driver described the reasons which prompted him to choose an Armstrong-Siddeley car from the wide range now in use in Britain. "It is the simplicity that appeals to me," he said. "Magnificent and graceful in appearance externally, with every

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SALES ABROAD.

Half of the market for American automobiles is virtually assured every year by the demand for replacements for worn-out cars, according to data in "Facts and Figures of the Automobile Industry," 1928 edition, which is published by the National Automobile Chamber of Commerce.

Two million motor vehicles are required for replacements every year, according to this statistical review.

In Demand Abroad.

Another large market is the demand for American motor vehicles abroad. These purchases outside of the United States totalled \$40,607 in 1927. This figure includes Canadian production of motor vehicles of American design supplying the Canadian market. The total export of motor vehicles from the United States and Canada to other countries, including assembly plant output in those countries, was 518,358. The demand for American trucks abroad increased 34 per cent. last year and the increase in motor car purchases was 15 per cent. Recognizing the growth in the world-wide market, "Facts and Figures" this year for the first

time includes subtitles translated into French, Spanish and German. Taxation Shown.

Among the new tables this year are those showing methods of taxation in the different States, gasoline consumption by States, the amount of automotive freight carried by each of the large railroad systems, and a list of well known highway grade separations.

Among the outstanding facts of the year are the following: Rural registration increased 10 per cent. compared with 5 per cent. gain in motor registration for the entire country.

World registration of motor vehicles totals 29,505,000.

Motor vehicle registration in the United States is 23,127,000.

Motor vehicle taxes in 1927 totalled \$760,000,000.

SHIPPING CARS.

DESPATCHED WITHOUT CRATES.

The sailing of the Tractor of Hamburg from Detroit inaugurates a new development in automobile exporting. Instead of the usual practice of shipping cars to the Atlantic sea board by rail and thence by water, the cargo of the Tractor, consisting exclusively of Studebaker-built cars bound for Barcelona and Bilbao, Spain, will follow an all-water route to its destination. Passing from Lake Erie to Lake

Ontario through the Welland Canal, the ship will follow the St. Lawrence River, past Montreal and Quebec into the Gulf of St. Lawrence, thence into the North Atlantic.

Additional interest is roused by the shipment due to the fact that of the 248 cars constituting the cargo, 65 were shipped uncrated. Studebaker is the largest individual user of the method of shipping cars unboxed, having inaugurated this system early in January with a shipment of 500 unboxed cars from New York to Hamburg. By eliminating the cost of boxing and unboxing the cars, as well as the increased landed cost of boxed cars due to the duty charged in most countries on the value of the box itself, considerable savings are effected for the overseas purchaser.

Inauguration of the Lakes to Europe plan of shipping motor cars recalls the fact that Studebaker was the first manufacturer to make extensive use of Great Lakes shipping for domestic markets. Some ten years ago, Studebaker traffic officials suggested to Great Lakes ship owners that one or two vessels be fitted with special equipment to handle the shipment of unboxed automobiles from Detroit to other Great Lakes ports. After a trial voyage the new method was quickly followed by so many other companies that a large part of Great Lakes shipping originating in Detroit now consists of motor cars for all cities on the lakes.

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THE NEW FRANC.

CROWD DEMAND GOLD:
POINCARÉ FRAISED.
COINAGE DESIGNS.

Paris, June 25.
"Le franc est mort! Vive le franc." The final seal was set to the stabilisation of the franc by the appearance of a special issue of the "Journal Officiel," containing the text of the stabilisation measure.

The Senate passed the measures without any modification, by 266 votes to 3, so that the extra session of the Chamber, which was held at eight o'clock in the morning, was unnecessary and was only attended by about 30 faithful Deputies. Correct figures for the Chamber gave the votes as 448 to 18, with 182 abstentions, including the Socialists and 18 of the Marlin group.

The general public still find it hard to realise that so great a reform has made so little change. The Bank of France was invaded this morning by a small army of men with a mysterious air, who advanced to the counter, their hands clutching something in the inner pocket of their coats.

"I want gold," they would say to the clerk, pulling out a wad of well-fingered notes. But they were disappointed. It was carefully explained to them that gold would only be given for a minimum sum of 20,000 francs, and they returned sadly home.

The Woman and the Butcher. Technically speaking, gold can only be obtained for purposes of external trade, but the Bank asks for no guarantee, feeling that no one would carry off a supply of heavy gold ingots for the sole pleasure of contemplating them.

The complaint that M. Poincaré has created a "franc worth four sous," in other words, a franc five times less than before the War, has also proved puzzling to some simpler souls. An old lady last Friday entered a butcher's shop gripping tightly her savings (20 francs) and ordered as much meat as the sum would buy, for, she explained, "M. Poincaré was going to take 60 centimes away from every franc next Sunday."

It will be some months before the new 10 and 20 franc pieces are in circulation. The first task of the Mint will be to choose an appropriate design. Some time this week the details of the competition, limited to French artists and sculptors, will appear in the "Journal Officiel." The competition will probably be closed at the end of July, and the new coins will be in circulation before the end of the year.

Regret And Gratitude. Newspapers appear uncertain whether to tune their pens to a Nunc Dimittis or to a Magnificat—to mourn or to praise. The general note is one of regret that it should have been necessary to amputate the franc, and one of thankfulness to the skilful surgeon, M. Poincaré, who has carried out the operation so successfully.

The "Liberte" points out that the old financial unity of the Latin countries of Europe is broken. France, Switzerland, Belgium, Spain, and Greece, who formerly all moved within the orbit of the same system, are now following separate financial paths. "The financial Middles Ages have arrived," it declares.

The "Temps" is in a frankly pessimistic mood. "The event which has just occurred has every chance of appearing as the years go by one of the most important in our history," it admits, but it doubts whether the laws of M. Poincaré will be as the laws of the Medes and Persians, which change not.

Other papers also point out that until political stability follows financial stability of the new franc will not be able to save the country from economic crises. M. Poincaré himself has said the same thing, and repeated it with emphasis. "Morning Post" (London).

At Seremban on July 14, Mr. Maryn O'Hara, of the Sarawak Forest Service, was married to Aileen, daughter of Mr. and Mrs. E. A. Reuters, of Seremban.

MYSTERY CAR.

LOW-PRICED SIX CREATES
SENSATION.

THOROUGH TESTS.

Detroit, Mich., U.S.A.—A new type, low priced, six cylinder motor car, as sensational in its features as certain of most talked-of light fours which have been announced within the past year or so, is likely to appear within the next few weeks. This is a well defined and substantiated rumour in automotive circles here.

The price reductions and announcements in the light four cylinder field which followed each other in rapid succession early this year, have left the light six field so far unaffected, but now it seems certain that there will be equally as sensational developments in this latter group of motor cars.

During the past few weeks a new car, obviously equipped with a six cylinder power plant, but bearing no insignia which would establish the identity of the manufacturer, has been seen on the highways about here, especially those where speed laws are lifted to careful drivers.

This car differs in many respects from any six cylinder car now on the market, and according to drivers who have followed it over the road, reveals a striking performance ability in speed, power and smoothness. It is a low car, with compact yet ample body dimensions and with striking power of acceleration.

The wheelbase is estimated to be about 110 inches, full balloon tyres are used as equipment and such casual inspection as has been possible while the car has been stopped at filling stations or on the street, has shown it to be fully equipped.



QUESTIONS WOMEN ASK.

Why do I continually suffer? What am I to do to regain health? These are questions many women are despairingly asking themselves as they feel strength and vitality steadily diminishing day by day.

The trouble with most of these women lies in the blood. They are anemic—a condition especially common in the Far East—and because of this anaemia, or blood poverty, the bodily functions have lost regularity, the digestion has become weak, the nerves have become run-down, the eyes lack lustre, the glow of health, has faded from lips and cheeks, despondency and pains have taken the place of that joyous care-free vigoriveness which should be every woman's birthright.

What is the remedy? It is to restore to the blood, through the medium of Dr. Williams' Pink Pills for Pale People, the redness, richness and strength which it lacks and whereby new life, new energy, new health, may be carried through the veins to the nerves, to the organs, to every part of the system. Dr. Williams' Pink Pills have been doing just this work for forty years. It is for this reason that they are famous as a Blood and Nerve Tonic remedy throughout the world.

No matter whether you are man or woman, if you are a sufferer from any malady, due to impure weak blood or disordered nerves Dr. Williams' Pink Pills will do you good. Your chemist sells them, or post free, \$1.50 per bottle, \$8 for 6 bottles, from The Dr. Williams' Medicine Co., 60, Kiang-se Road, Shanghai.

WOMEN'S VOTE.

ITS EFFECT IN THE UNITED STATES.

WHAT COL. HOUSE THINKS.

Colonel House, often described as "the power behind President Wilson," who is staying in London, gave his views on Mr. Kellogg's peace proposals to an interviewer recently.

"I believe that the multilateral treaties now being prepared by Mr. Kellogg constitute the greatest move towards peace that has been made since the formation and acceptance of the Covenant of the League of Nations," said Colonel House. "Instead of hurting the League, I think this move will strengthen it. I am sure that time will prove that this view is correct."

Asked whether he thought that the United States Senate would ratify such treaties after they had agreed upon by the Governments who would be parties to them, Colonel House said, "I think they will. But it must be recalled that the United States is the only nation that requires a two-thirds vote by the ratifying body."

"The United States can declare war by a majority vote, but cannot make peace except by a two-thirds vote of the Senate. I do not think there is a country in the world where the sentiment for peace is stronger than the United States."

Questioned regarding his views on the extension of women's franchise in Britain and its probable effect upon such questions as peace, Colonel House said that it was too early to make any prediction.

"The only thing one can do," he added, "is to recall the effect of general suffrage in the United States, where it was introduced in 1920. There has been no appreciable difference as the result of the women's vote. They have usually voted on party lines. As a rule women are for peace measures, and in America they largely are for prohibition."

Colonel House believes that friction which has arisen between certain Continental States as a result of the peace treaties will eventually disappear.

"You cannot have the dissolution of great Empires and the division of some of their territories without friction following for many years," he said. "This position will right itself by the countries affected being tolerant towards one another not only in such questions as language and education, but in the regulation of Customs tariffs."

All Colonel House would say about the American Presidential elections was that he believed it was too early to make a prediction. The last two volumes of Colonel House's memoirs will be ready for publication towards the end of October. They will treat of America's entrance into the war, and will go through the Peace Conference in Paris. "They will indicate," Colonel House said, "how closely the British and American Governments worked together during the period of which these volumes treat." Colonel House said that he regretted he was not able to attend the installation of Viscount Grey as Chancellor of Oxford University. "I have an unbounded admiration and affection for him," he said. "England has been fortunate in having a man of his character, ability, and courage to help guide her destinies."

Dr. C. Strickland, who was for some time malarologist to the F.M.S. Government, and is now Professor of Medical Entomology at the school of Tropical Medicine in Calcutta, was given his M.D. degree at Cambridge on June 8. He presented a thesis on the Epidemiology of Plague in the Bombay Presidency.

H. M. the King's uncle, the Duke of Connaught, who is 73 years old, underwent a slight operation for nasal trouble during the first week in July.

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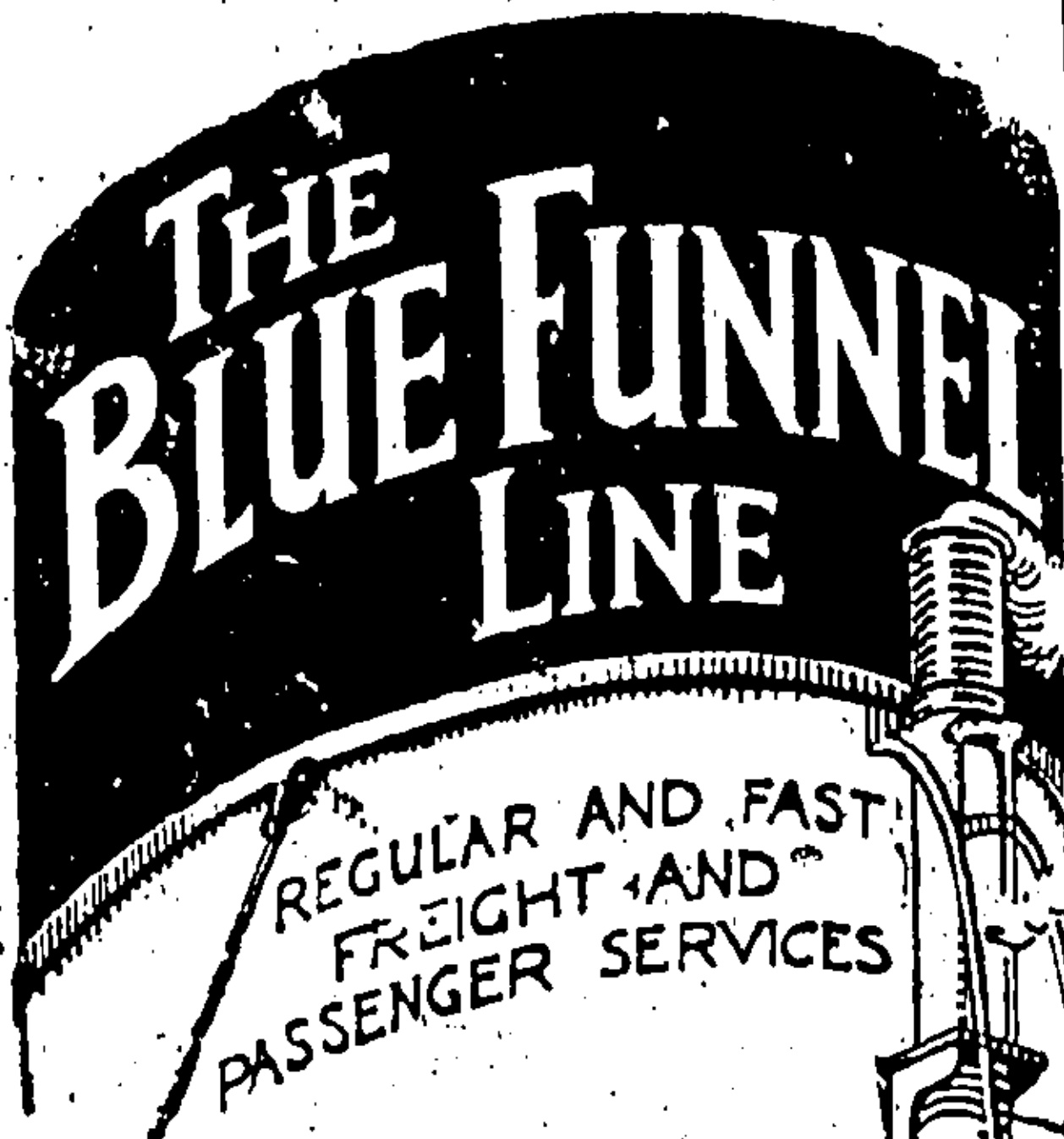
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"GLAUCUS" 7th Aug. Marseilles, London, Rotterdam & Hamburg
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"AENEAS" 4th Sept. Marseilles, London, Rotterdam & Glasgow

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"TIBET" 22nd Aug. Havre, Liverpool & Glasgow

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"IXION" 13rd Aug. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"LYCAON" 24th Aug. New York, Boston & Baltimore
"PIHEIUS" 17th Sept. Boston, New York & Baltimore

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"AENEAS" 4th Sept. Singapore, Marseilles & London
"BARPEIDON" 3rd Oct. Singapore, Marseilles & London

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Shanghai and Amoy	Luchow
FRIDAY, AUGUST 3.	
Europe via Suez (Letters and Papers London 5th July and Parcels 28th June)	Kalyan
Shanghai and Europe via Siberia	Kashmir
SATURDAY, AUGUST 4.	
U.S.A., Honolulu, Japan and Shanghai	President Madison
Straits	Namsang
Shanghai	Shantung
SUNDAY, AUGUST 5.	
Manila	Empress of Canada
WEDNESDAY, AUGUST 8.	
Australia and Manila	Tanda

OUTWARD MAILS.

For	Per
THURSDAY, AUGUST 2.	
Saigon	Lyemson 3.30 p.m.
Sam Shui and Wuchow	San On 4 p.m.
Shanghai	Chenan 4.30 p.m.
FRIDAY, AUGUST 3.	
Hoihow, Pakhoi and Haiphong	Tean 8.30 a.m.
Haiphong	Song Bo 8.30 a.m.
Port Bayard	Tai Pao Sek 1.30 p.m.
Manila, Sandakan, Australia and New Zealand via Thursday Island—due Thursday Island, 18th Aug. Parcels Noon. Registration 1.45 p.m. Letters 2.30 p.m.	Arafura 2 p.m. Haining 6 p.m.
Swatow, Amoy and Foochow	
Shanghai and Europe via Siberia	Suiyang
Straits, Ceylon, India, Mauritius, E. & C. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 2nd Sept. K.P.O. Parcels 4.30 p.m. Registration (Aug. 4th) 9 a.m. Letters (Aug. 4th) 10 a.m. G.P.O. Parcels 5 p.m. Registrations (Aug. 4th) 9.45 a.m. Letters (Aug. 4th) 10.30 a.m.	Kashmir 4.
SATURDAY, AUGUST 4.	
Shanghai, Japan and Europe via Siberia	Kalyan 10 a.m.
Manila	Pres. Madison 4.30 p.m.
Amoy	Namsang 5 p.m.
SUNDAY, AUGUST 5.	
Bangkok via Swatow	Kaying 9 a.m.
Swatow, Amoy and Formosa	Kishu Maru 9 a.m.
MONDAY, AUGUST 6.	
Swatow	Luchow 10.30 a.m.

*Correspondence bearing vessel's name only.

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THE SENSATION AT THE HAGUE.

SEIZURE RAISED.

HAGUE TRIBUNAL PRESIDENT TAKES ACTION.

TOKYO SUIT.

The Hague, Yesterday.
The President of the Hague Tribunal, as arbitrator, has ordered the raising of the seizure of the Foreign Office and the Government archives buildings which had been attached in consequence of the suit against the Chancellor of the Dutch Legation at Tokyo, who had brought claims against the Government—Reuter.

SERIOUS CHARGE.

FOK CHUNG-YUEN AGAIN AT THE MAGISTRACY.

ALLEGED CONSPIRACY.

Fok Chung-yuen, who was last week committed to the Criminal Sessions, by Mr. R. E. Lindsell on charges of alleged forgery and fraud, involving the sum of \$110,000, property of the Bank of Canton, was again before his Worship this morning to answer a charge of conspiracy with Au Kim-lui and Lam Fuk-chiu, now in prison, to defraud the banking department of the Wing On Co., Ltd., out of the sum of \$50,000, between April 26 and August 15, 1928.

Au and Lam were convicted in 1926 and sentenced to three years' hard labour each, whilst Fok jumped his bail of \$20,000 during the preliminary hearing of the case at the Magistracy and disappeared from the Colony. He was not seen again until June 26 this year when he was arrested at 10 p.m. on board the s.s. "Kinsan" by Detective Sergeant Clemo.

When the case was called this morning, Mr. H. G. Sheldon (instructed by Mr. H. C. Macnamara) was present in Court for the defence.

A Misunderstanding.

Mr. T. Murphy, Assistant Director of Criminal Intelligence, informed the Magistrate that Mr. Somerset Fitzroy, Assistant Attorney General, who was to have prosecuted was not present in Court because he was under the impression that the case was not due to start until 2.15 p.m.

Remarking that he had fixed 11.30 and 2.15 for the hearing of the case, the Magistrate said that they would have to proceed with the case without Mr. Fitzroy.

Mr. Murphy replied that he was unable to do so because he did not have the exhibits which were in the possession of Mr. Fitzroy.

The Magistrate however decided to take Detective Sergeant Clemo's evidence of the prisoner's arrest, after which Mr. Murphy returned to Court with some of the exhibits, and handed up to the Magistrate the depositions of the case heard in 1926.

The only witness available in Court was Mr. Willie Lum, General Secretary of the Wing On Company, and he went into the witness box.

"Difficult."

When the Magistrate learned from this witness that he had been secretary of the company for between three and four years only, he remarked to Mr. Sheldon that it was a difficult task to try to drag out of Mr. Lum what he knew of the case.

In the circumstances it was decided to adjourn the case for a few minutes to enable Mr. Murphy to attempt to get into touch with Mr. Fitzroy.

After an absence of five minutes, the Magistrate returned to Court and told Mr. Sheldon that he understood that Mr. Murphy had found it impossible to get into touch with the Assistant Attorney General and therefore the case would have to be adjourned until 2.15 p.m.

Witnesses.

His Worship also stated that he understood that it was impossible now to get several of the witnesses who had given evidence previously, and he did not know how the

"THE RIFT WITHIN THE LUTE."

HARMONY AGAIN.

CABINET MEMBERS AND MR. BALDWIN'S PLEDGES.

THE RANK AND FILE.

London, Yesterday.

The Cabinet to-day discussed Sir Wm. Joynson-Hicks' safeguarding speech.

According to the Political Correspondents, Mr. Baldwin emphasised that Ministers, in their speeches should not go beyond the Government's policy.

Sir Wm. Joynson-Hicks explained the object and meaning of his speech and the incident closed.

The only notable absentee was Sir Austen Chamberlain, who is suffering from a chill.

Reuter's Lobby Correspondent understands that the Cabinet differences indicated were composed at the meeting after which the Ministers concerned assured Mr. Baldwin that they accepted his election pledges as to rejecting the safe-guarding of depressed industries.

Meanwhile a movement is extending among the Conservatives outside the Cabinet demanding the largest possible measure of "safe-guarding" and over 300 have now joined the Empire Industries' Association which advocates this policy.—Reuter.

Explanatory.

[The following telegram from London, dated July 31, explains the situation:]

An alleged Government split over the fiscal issue is agitating political circles, following discordant speeches by Mr. Winston Churchill and Sir William Joynson-Hicks.

The former, in the House of Commons, upheld the virtues of free trade while the latter, subsequently at Romsey, intimated that in view of the benefits conferred on the smaller trades by the safeguarding policy, the Government would, before next election, have seriously to consider an extension to the major industries like iron and steel.

Mr. Baldwin, hitherto silent, is reported to be very annoyed at his colleagues' "indiscretions" which will divert public attention from the Government's monumental rating scheme.

Meanwhile a memorial, signed from the representatives of basic industries, has been forwarded to the Prime Minister, urging the Government to seize the opportunity provided to report at the International Economic Conference to support a movement in the direction of international free trade, declaring that no country is so dependent upon the free exchange of goods as Britain, whose great industries can only hope to recover their pre-war prosperity by a revival of their overseas markets.]

JAPAN FLOODS.

WHOLESALE DESTRUCTION REPORTED.

15-20. LIVES LOST.

Tokyo, Yesterday.

Continuous rainstorms during the past few days in central Japan have resulted in the destruction of a number of bridges and the flooding of hundreds of houses, landslides, the disruption of railway traffic, and damage to crops and roads. Total losses are estimated at many millions of yen, though the loss of life is believed to be limited to about 15 or 20.

Owing to the overflowing of the rivers the houses of several villages in the vicinity of Tokyo are submerged, only the roofs showing above the swirling waters. Communications are maintained by boats.—Reuter.

prosecution was going to prove its case without these witnesses.

Mr. Sheldon suggested that perhaps Mr. Fitzroy would be able to tell them this afternoon. He remarked, however, that in the event of Mr. Fitzroy not being able to proceed with the case this afternoon, he (Mr. Sheldon) proposed to address his Worship on the point just mentioned by the Magistrate.

PLANES ON THE MAIL LINERS.

ATLANTIC SERVICE.

U. S. A'S. NEW TRANS-OCEANIC SERVICE.

SAVING 24 HOURS.

New York, Yesterday.

The Post Office announces the inauguration of a steamer and aeroplane Trans-Oceanic Mail Service with the sailing of the "Ile de France" on August 8 from Havre and on August 17 from New York.

An Amphibian plane will leave the liner at such a distance from the American coasts as will save 24 hours in the delivery of the mail.—Reuter's American Service.

SWEEP TICKETS.

A FRENCHMAN FROM SHANGHAI.

COUNSEL'S QUESTIONS.

Jean Hund, French subject, was again before Mr. R. E. Lindsell at the Central Magistracy this morning in connection with the charges against him of (1) unlawful possession of six bottles of wine on which duty had not been paid; (2) keeping a gaming house at No. 15 Haiphong-road, Kowloon, and (3) unlawful possession of a quantity of sweep stake tickets issued by the International Country Club, Shanghai, for the Champions of the Autumn Meeting of the Shanghai Race Club.

Mr. Leo d'Almada, Sen., appeared for the defence.

The Revenue Department having no further statement to make on the matter, Mr. Lindsell imposed a fine of \$10 on the liquor charge.

The Raid.

The charges relating to the sweep stakes were then proceeded with, Mr. d'Almada renewing his plea of "not guilty."

Sub-Inspector Elston said that at 8.30 a.m. on July 25 he went to No. 15, Hank v-road in company with Revenue Officer Grimmit and a Euro police Sergeant to execute a search warrant. Witness saw defendant in a room and told him that they wanted sweep stake and lottery tickets. Hund produced eight stubs of ticket books, two documents, and several carbon copies of receipts for money. In the pocket of a jacket which defendant claimed as his were found another stub and a letter.

Mr. d'Almada asked if the witness did not think that in view of the defendant's willingness to call on him he could have issued a summons against him and save him the disgrace of a warrant.

The Magistrate interposed to say that the warrant was one for search.

Mr. d'Almada: Yes, and to arrest defendant if anything was found.

Mr. d'Almada asked Sub-Inspector Elston if he knew that sweep tickets were sold here everywhere in behalf of various clubs. The witness replied that such tickets were only sold through members of the clubs concerned.

Other Sweeps.

Mr. d'Almada: The Hong Kong Jockey Club run sweep stakes at every meeting and these tickets can be bought in an office in town. Have the police instructions not to proceed in this case?—I do not know of such instructions.

Mr. d'Almada: Every club in the Colony run a Derby sweep including the police club?—Yes, but these are sold by members of the Club.

Mr. d'Almada was proceeding to press his point when Mr. Lindsell remarked that Counsel could assume that he knew about local sweeps.

"DIFFERENT."

Sub-Inspector Elston was then questioned about "foreign" sweep stake tickets, and replied that he knew that Shanghai tickets came here, but he did not know of a case before in which such tickets were sold by an agent sent down from Shanghai.

Mr. d'Almada proceeded to question the witness about the sweeps of the Calcutta Turf Club, suggesting that these were obtainable here at a local bank.

Mr. Lindsell stated that in this case it was different because no tickets were sold and the applicant was merely allotted a number.

Mr. d'Almada remarked that it was the same thing in the long run. The case was adjourned, bail in the sum of \$500 being extended.

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